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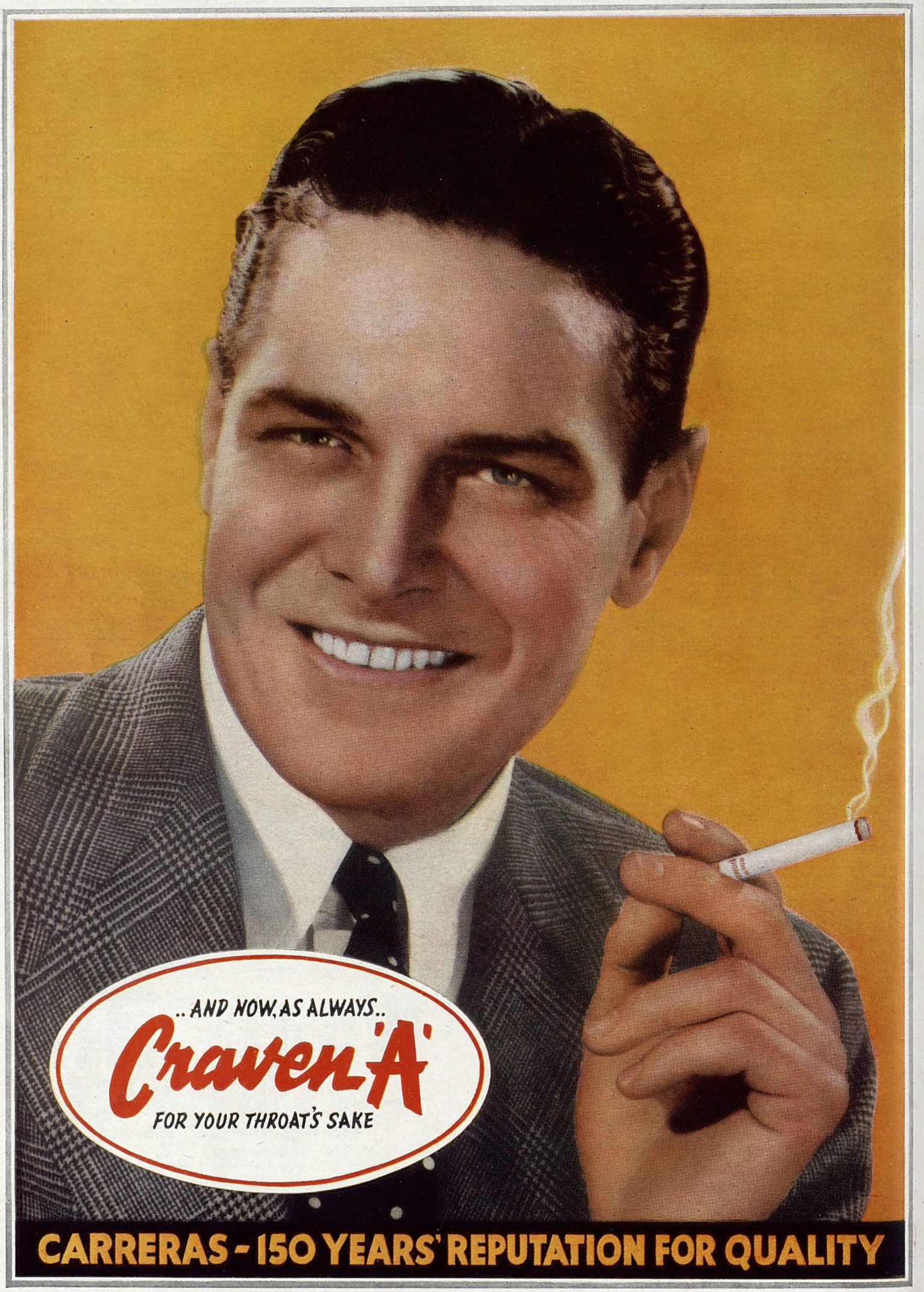
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Volume CLXXXV No. 2417 The SPHERE, London, May 18, 1946

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

**VICTORY DAY IN PARIS—THE "BIG FOUR" ATTEND THE CEREMONY AT THE ARC DE TRIOMPHE: M. Bidault, Mr. Molotov, Mr. Bevin and Mr. Byrnes standing before the tomb of France's Unknown Warrior**

Last Sunday Paris celebrated the anniversary of victory in Europe with a military parade in the Champs Elysées, a ceremony at the tomb of the Unknown Warrior, and by all-night dancing in the ballrooms and in the streets of the flood-lit city. The Foreign Ministers attending the Paris Four-power Conference were present at the ceremony at the Arc de Triomphe, where M. Gouin, head of the Provisional Government, laid a wreath on the tomb. Afterwards the French Premier paid a much-applauded tribute to General de Gaulle, and, in a reference to France's allies, told how Great Britain at the most tragic moment of the war "victoriously confronted the German onrush with her tranquil courage and legendary tenacity." Immediately after the ceremonies Mr. Bevin flew from Paris to London for a conference with Mr. Attlee, and on Monday he returned again to Paris to renew negotiations with M. Bidault, Mr. Molotov and Mr. Byrnes

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# A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

## Mr. Attlee and Egypt.—

Making all allowances for the difficulties which face a Minister under cross-examination by very experienced Parliamentarians (the difficulty of giving nothing unnecessary away, of saying nothing that can be contradicted, of admitting only that part of the truth that is likely to be scrutinised), it must be confessed that the Premier came badly out of the Egyptian bomb-burst. He has wriggled a good deal since he made his first startling announcement, and his wriggles have not straightened out the tangle and have done him no good. First of all, the public got the impression that the Dominion Premiers were all agreed; next, that they were all consulted; next, that at least they knew all about it. Then it appeared that the Canadian Premier was not even present. Another admission extracted from the Premier was that, should the negotiations fail, the original treaty (with its provisions for British military safeguards in the Canal zone) still stands. And now it seems that that is not at all the view of the Egyptian Government. It seems that in all this tremendous matter, Mr. Attlee is crystal-clear in only one particular. He is bent on the doubtful policy of appeasement which was the Government's one trump card (and a very low one) in the hideous '30's. Mr. Attlee's responsibility in this decision is heavy. He does not deny that it is his. But he has not made it at all clear what is the precise nature of the decision. He is obviously very uncomfortable—and so are we.

## Empire Life-Line.—

Not only "old crusty Victorians" will regard the Government's decision to withdraw all troops from Egypt, as a preliminary to negotiating for the future security of the Canal, as a risky and tremendously important event. But first reactions to such news are not always sound, and what I write will appear long after the first excitement has died down. We all knew that one day all our troops must be withdrawn from the central areas of Egypt. We supposed that the essential guarantees might include stations, airfields, bases near the Canal zone. The future science and logistics of war are still in the air. I presume that a couple of nicely-placed atomic bombs could any day wreck our life-line and render null and void the most carefully-planned military defences. And this to-day may be the view of the I.G.S.: "That in the atomic age it is useless to try any of the pre-war accepted methods of defence—bases farther off would serve as well. If Palestine is also 'on the go,' Kenya is an excellent substitute." No Conservative Government would have made so terrific a decision without letting the Opposition leaders in on the deal. It is unthinkable. And when the Opposition leaders are Churchill and Eden, it is more "unthinkable." Yet so it was. Churchill and Eden assumed that no one was consulted outside the Cabinet, and Mr. Attlee took the wind out of their sails by calmly announcing that he had complete agreement from all the Dominions and all the military advisers. Only Messrs. Churchill and Eden (and their following) were not considered of sufficient importance to be forewarned. It is an eye-opener on the new model of Democratic Government.

## O Wad Some Power . . .—

The party game is never out of mind among the Ministers. Unlimited power gives them no sense of even temporary security against the countershafts of the Opposition. They look, to you and me, to be firmly established for a decade. They tell us that they are. But they act like men under sentence of early death, feverishly putting their house in order. When the other day Mr. Creenwood (in Mr. Morrison's shoes) told an audience that Mr. Churchill was the arch-appeaser all through the war and handed out to the Allied Great Powers anything they asked for, he opened a joint in the harness of his own party. That party was in the war up to the eyes with Mr. Churchill and has been jealous for acknowledgment of its share in the winning of the war, and its joint responsibility for winning it, which Mr. Churchill invariably concedes. A drowning man does not spend much time bargaining for the price of his rescue—and Britain was very near drowning at one time. And now it is "peace," and if there is one common ground of agreement among the backers and critics of Mr. Attlee's team, it is that appeasement is their accepted specific for making a peaceful world. In short, Mr. Greenwood's foolish tilt at Mr. Churchill puts him on the horns of a dilemma. It suggests one of two things: either a split in the Cabinet on foreign policy, or a Cabinet of very united and very complete ostriches.

## Meanwhile . . .—

While State Socialism advances by leaps and bounds at the rate of one major Bill per week, the available forces of Opposition warn us of the dangers of enslavement, of irreparable damage and of the total loss of our trump card, the initiative of the individual Britisher. And since to-day there is no considerable opposition to the broad ideal claimed by Socialists as their own, but only to the methods by which that ideal can be evolved without the loss of our finest and most valuable national assets, there may be some excuse for the tardy emergence of any definite counter-policy and of any acceptable opposition or alternative government. Yet these two things are of far greater importance than petulant criticism by disintegrated and roving bands in the political wilderness. The old phrase, "You never meet any but Conservatives in trains or other places where people talk," is still curiously often heard, and it does not seem inconsistent with the more modern phrase, "We are all Socialists in *theory* to-day." And, indeed, it is very odd how all of us who detest regimentation, bureaucratic interference and loss of liberty and initiative, delude ourselves with the easy belief that the inevitable reaction is already setting in and will do the business without the necessity for any activity or co-operation or constructive planning on our part. We delight in passing on to our neighbours such hopeful gossip as: "There 's not a soldier in Germany who doesn't think the Government has betrayed him"; "every shopkeeper in our town is up in arms against the Socialists"; "old Hodge (the local miller, builder, carrier, or what not) said he would have voted Tory if he 'd known what Socialism meant," and so on. . . . Oh dear, yes. We are all Socialists in theory and all Tories in the trains and buses and pubs. But words cut no ice, and politics are a losing game to those who play it untrained and unorganised. The amateur is down and out. The last election proved that clearly enough. Meanwhile . . .

## Disintegration.—

For you and me, gentle reader, political impotence is usually our portion. At General Elections we have our chance, of course; and usually we follow the loudest trumpets and plump for the biggest promises. And when the elections are over, our new Government can drift into wars or abolish our Constitution, and there is nothing you and I can do to stop it. Certainly our new Government is not *anxious* to drift into war. At the moment its hands are full enough. It is employing the dubious expedient of appeasement to disintegrate the pre-war conception of Empire, and it employs anything but appeasement in domestic politics, as it wipes out, at the rate of one major Bill per week, the system and institutions under which we managed to survive for many generations—indeed, centuries. And indeed it has much support for many of its radical changes. Many were long overdue. Many more, for better or worse, were quite inevitable in the evolution of time and chance and civilisation's manner of thought. But you and I to-day need not be accused of "crusty Victorianism" if we rub our eyes and confess that the pace is killing, the transformation alarmingly swift. What took centuries to build can, like an oak, be cut down in a night. (The oak cannot be replaced within a century.) We watch the axemen spellbound. For myself, I wish they would move to "another part of the wood" and cut away some of the foreign timber first. These old oaks and ashes sheltered our fathers and our own youth. They needed pruning and clearing, not a doubt. But they are *our* heritage, and I feel that we should be consulted a little more directly before our ancient Constitution and our Empire are wiped off the ordnance sheet.

**PRINCESS ELIZABETH AT THE ROYAL AND MERCHANT NAVY BALL: Her Royal Highness dancing at the Dorchester Hotel with Captain Lord Rupert Nevill. The ball was given on the anniversary of VE-Day in aid of King George's Fund for Sailors. Earlier in the evening the Princess attended the pageant at the Albert Hall in aid of the Army Benevolent Fund**

## France's "No."—

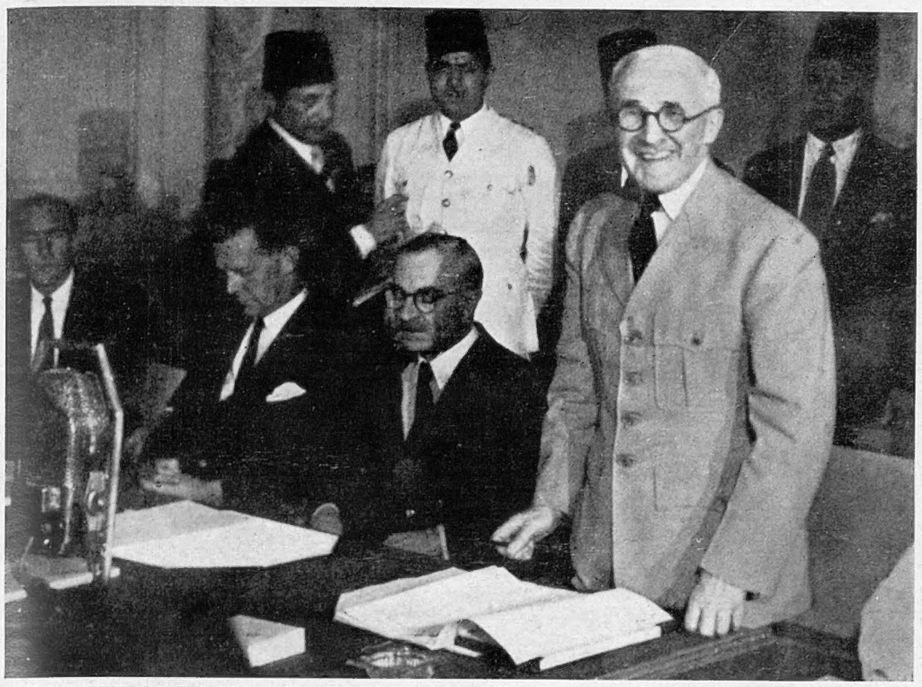
The rejection by a 5 per cent. majority of France's proposed new Constitution leaves France in great political uncertainty for another year and greatly weakens her influence in the international field. The rejection was a total surprise to all the parties in France and to many foreign observers. The causes of the swing-back to the Right, the sudden return to tradition, will be examined and keenly discussed. Eight months ago a big majority of Frenchmen were prepared to accept novel and far-reaching remedies for the latter-day evils of the 1875 Constitution (which for all its weaknesses was more enduring than its predecessors). But eight months ago France had a leader generally trusted of whom much was expected. It is fair to assume that, with no outstanding figure in any party to encourage the "gamble in futures," the risks of a new Constitution containing the barest safeguards against dictatorial government would grow much more real and menacing. It is probably not so much that Frenchmen have suddenly swung back to the Right as that they have taken a step back from a suddenly-perceived crater-edge. With faith in de Gaulle and in the first enthusiasm for a clean sweep, France was reckless of the consequences. Now come "morning-after" reflections which perhaps more truly reflect the innate shrewdness of Frenchmen. Meanwhile, France has lost eight months of quite priceless reconstruction time, albeit her interim Governments have done what they could, and more than they might, in patchwork measures.

## Sense and Sensibility.—

"Jane-ites" who rank *Sense and Sensibility* lowest among Miss Austen's five masterpieces would agree that the opening comedy, when the John Dashwoods discuss what provision shall be made for his sisters, ranks among the best of her plums of humour. The discussion began generously on a basis of £3,000 and closed vaguely on the intention of making "an occasional present of fish or game." In a word, Mrs. Dashwood found excellent and convincing arguments for curbing reckless generosity and proving that the sisters were, indeed, already better off than the new heir. The loan to Britain has passed the Senate, and its passage has reminded me of *S. and S.* and the petering-out of generosity. Naturally, the relations between nations differ from the politer conventions of relations between individual acquaintances. Realism rules the former, and in democracy there is no check on the tongues of critics and opponents of any measure sponsored by Governments. But let us remember we have a very solid and responsible block of friends in America. Our *Sensibility* must not be too vulnerable to the hard, business *Sense* of critical Senators. We must resist a natural temptation to fling their damned loan back in their faces, tighten our own belt still more (if possible) and wait for the day when America would inevitably be compelled to tighten hers. But the passage of the Loan through the Senate has not been edifying, nor has it done much to advance the age-old ideal of "fraternal understanding between the great Anglo-Saxon races" (and so on). Upon my word, our old friend and ally, Stalin, must look to his laurels or the Senators of America will filch from him the palm in the matter of rough stuff and hard words. Civilisation's Aunt Sally, as usual, is taking punches from every quarter.

THE OLD STAGER

# IN CAIRO: THE TREATY TALKS BEGIN



**INAUGURATING A NEW PHASE IN ANGLO-EGYPTIAN RELATIONS: Lord Stansgate, head of the British Delegation, addressing the first formal meeting of the British and Egyptian Treaty Revision Delegations at the Ministry of Foreign Affairs in Cairo.** The meeting in Cairo followed Mr. Attlee's surprise announcement that Britain proposed to withdraw all naval, military and air forces from Egyptian territory. It remains for the delegations to settle the programme of withdrawal and to lay plans for the effective continuation of the existing alliance. The meetings in Cairo opened in an atmosphere of much good will; but there was a political storm in Westminster over the question of consultation with the Dominions

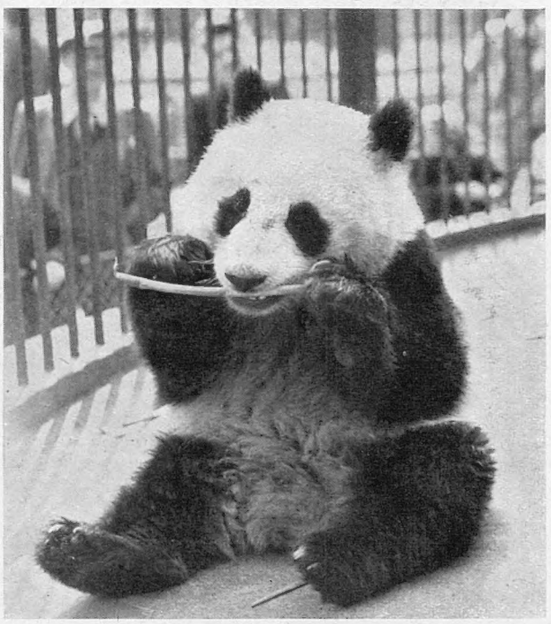
# IN BERLIN: AN ALLIED VICTORY PARADE

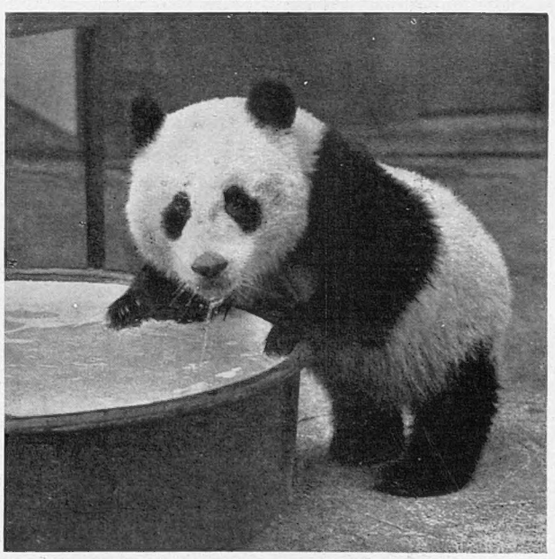
**THE RUSSIANS MARCH PAST: A Red Army unit passing down the Charlottenburger Chaussee in Berlin on May 9, during the celebration of the first anniversary of VE-Day.** Contingents from the armies of the four Allied occupying Powers took part in the parade, and the four military commanders took the salute from a base near the Red Army Monument, which is seen in the background of this picture. In the distance are the ruins of the Reichstag, a building which was once a centre of Nazi ceremonial and is now a burnt-out shell

# IN PRAGUE: LIBERATION CEREMONIES

**A MUCH-BEMEDALLED COMMANDER: Marshal Ivan Koniev (second from right), Commander of the First Ukrainian Army which liberated Prague a year ago, talking, via an interpreter, with General Bethouart (left), Commander of the French Occupation Zone in Austria, and General de Lattre de Tassigny (second from left), Commander of the French First Army.** This picture was taken at the Hradcany Castle, Prague, when President Benes, of Czechoslovakia, held a reception to mark the anniversary of liberation. Marshal Koniev, it will be remembered, was responsible for one of the most spectacular advances of the war when his First Ukrainian Army swept through Middle Europe with hardly a pause to recruit supplies

# IN LONDON: THE PANDA ARRIVES





**LONDON ZOO'S NEW PANDA: Three studies of Miss Unity when she made her first appearance at Regent's Park last Sunday after being flown by air from Calcutta**

The London Zoo's rarest possession and latest acquisition is Miss Unity, the new giant panda which has been presented by the Chinese Government. Miss Unity is eighteen months old and weighs 80 lbs. and she will weigh about 300 lbs. when fully grown. She is perfectly tame and has many engaging tricks, which will make her popular with the children. Miss Unity takes the place of Ming, the panda which died on Christmas Day, 1944. She is accommodated in a cage in the lion house at Regent's Park. The panda is not exacting in her requirements, being satisfied with a tin bath as a bathing-pool and a tree-trunk as furniture. She must, however have a diet of bamboo shoots

# ONE YEAR AFTER . . .

## —And the Rubble Still Remains Uncleared in Essen and Cologne

*Pictures Taken Above the Devastated Cities in May 1946*

**COLOGNE IN MAY 1946—A VIEW FROM THE TOWER OF THE CATHEDRAL TAKEN A YEAR AFTER THE DEFEAT OF GERMANY:** A picture which not only reveals the appalling ruin of the great Rhineland city, but evidences that little attempt has been made at clearance since the close of the war. The first priority—that of clearing the debris from the roads—has not as yet been completed, although all the main highways are open to traffic; and throughout this vast, formless area there are hosts of walls which still tower dangerously above the roadways, a menace to passers-by. Many of the former inhabitants of Cologne live in the districts of Lindenthal, Bayenthal and Ehrenfeld, and beyond the line of the old fortifications, but in central Cologne there are some who eke out an underground existence, still clinging to the remnants of their old homes. The badly-damaged Cathedral, a gem of Gothic architecture, is being re-roofed in order to prevent further destruction to the fabric from wind and weather. The interior has been gutted by fire

**A TROGLODYTE OF COLOGNE:** Her home is in ruins, but she still lives on in the cellar, and she hangs her washing amid the devastation above ground. Very few of the inhabitants have returned since the war

**HOW THE MAIN ROADS OF COLOGNE HAVE BEEN CLEARED:** An aerial view taken in the Cathedral area showing where bomb damage has been cleared to make way for the traffic using one of the temporary Rhine bridges. This clearance of main roads has been the top priority, but up to date little else has been accomplished in the devastated city. The new bridges permit the passage of river traffic

**THE EVENING EXODUS:** Those who come to work in Cologne during the day leave the area at night for the less seriously damaged suburbs. Even so, they account themselves lucky to have a roof and four walls

**ESSEN IN MAY 1946—A SECTION OF THE CELEBRATED KRUPPS WORKS, ONCE THE CENTRE OF GERMAN ARMS PRODUCTION AND THE FOCAL POINT OF CONSTANT BRITISH ATTACKS:** An aerial view of the great industrial plant as it is to-day, one year after the defeat of Germany. As in Cologne, no attempt has been made to clear up the vast area of devastation, top priority having been given to the reopening of the main roads. The future of Krupps is still in the balance, but it is possible that it may have some industrial part to play in an internationalised Rhineland permanently separated from the rest of Germany. During the days of Allied bombing the Germans erected decoy factories in the neighbourhood of Krupps, but in the later stages of the war our Pathfinders were seldom deceived. As seen from the air, the devastation throughout this whole area of the arms city is well-nigh incredible

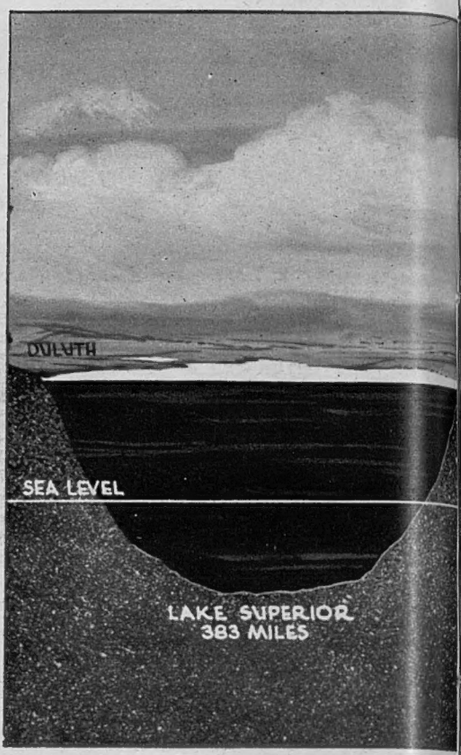
**A PICTURE WHICH DECEIVES AT FIRST GLANCE:** Much of Essen is reduced to a shapeless mass, but although the walls of these houses are still standing, few of them are habitable. Away in the distance are wrecked buildings of the Krupps works, to which the city owed its growth

**STREET CARS ARE FEW AND FAR BETWEEN IN ESSEN:** Citizens waiting for transport in the Viehofer Platz after the trials of the morning's shopping. Last year there was no transport in the city at all, and the present service is somewhat spasmodic

**WAITING FOR RATIONS:** Esseners, like Londoners, know what it is to queue, and many hours of the day are spent in the search for supplies. So many small shops have been bombed that retail distribution in the city is in a hopeless muddle

b

**TO-DAY THERE IS ALL-THE-YEAR-ROUND TRAFFIC ALONG THE ST. LAWRENCE: While the great river is frozen, Dorval Airport, Montreal, remains open and in regular communication with Prestwick Airport, Scotland. A diagrammatic sketch showing the position of Dorval, which is likely to play an increasingly important part in the development of Anglo-Canadian traffic; it acts at the same time as an alternative to the seaway, being of special usefulness during the winter months**—*Drawing by Alfred Morris*




**THE PLAN TO CREATE A GREAT INLAND**
**A diagrammatic sketch showing the series of fruition a plan that has for long been cherished**

# THE ST. LAWRENCE SEAWAY

## A Mighty Plan to Make the Great Lakes Accessible to Ocean-Going Liners

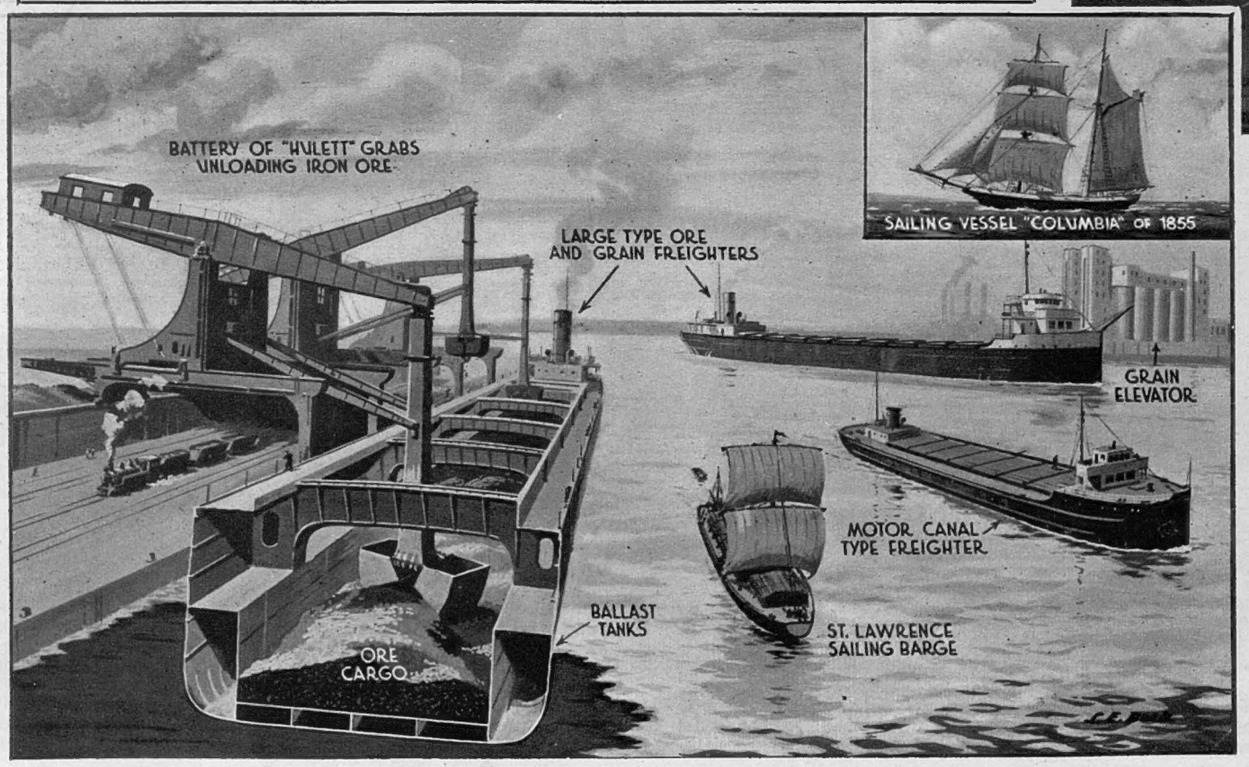
The St. Lawrence Seaway, one of the great projects of modern times, appears at long last to be on the verge of fruition, President Truman having recommended to the United States Senate the need for legislation to implement the St. Lawrence Seaway and Power Agreement made with Canada as far back as 1921.

In 1921 both the United States and Canada mutually agreed that it was desirable to develop the international section of the St. Lawrence, and if the giant task is now undertaken it will mean that ocean-going liners will be able to sail up the St. Lawrence, past the great port of Montreal, through the Welland Canal, thus by-passing Niagara, and along Lakes Ontario, Erie, Huron, Michigan and Superior, to the inland ports of Duluth and Port Arthur in the heart of the American Continent. It is a far-seeing plan, worthy to rank with the Tennessee Valley Administration in its conception, and it will involve the two nations in a cost of over £80,000,000; but its achievement will bring the vast grain-growing areas of Manitoba, Saskatchewan, Minnesota and Dakota within easy reach of ocean ports, and farmers will be able to ship their wheat to Europe at infinitely lower costs than are at present possible.

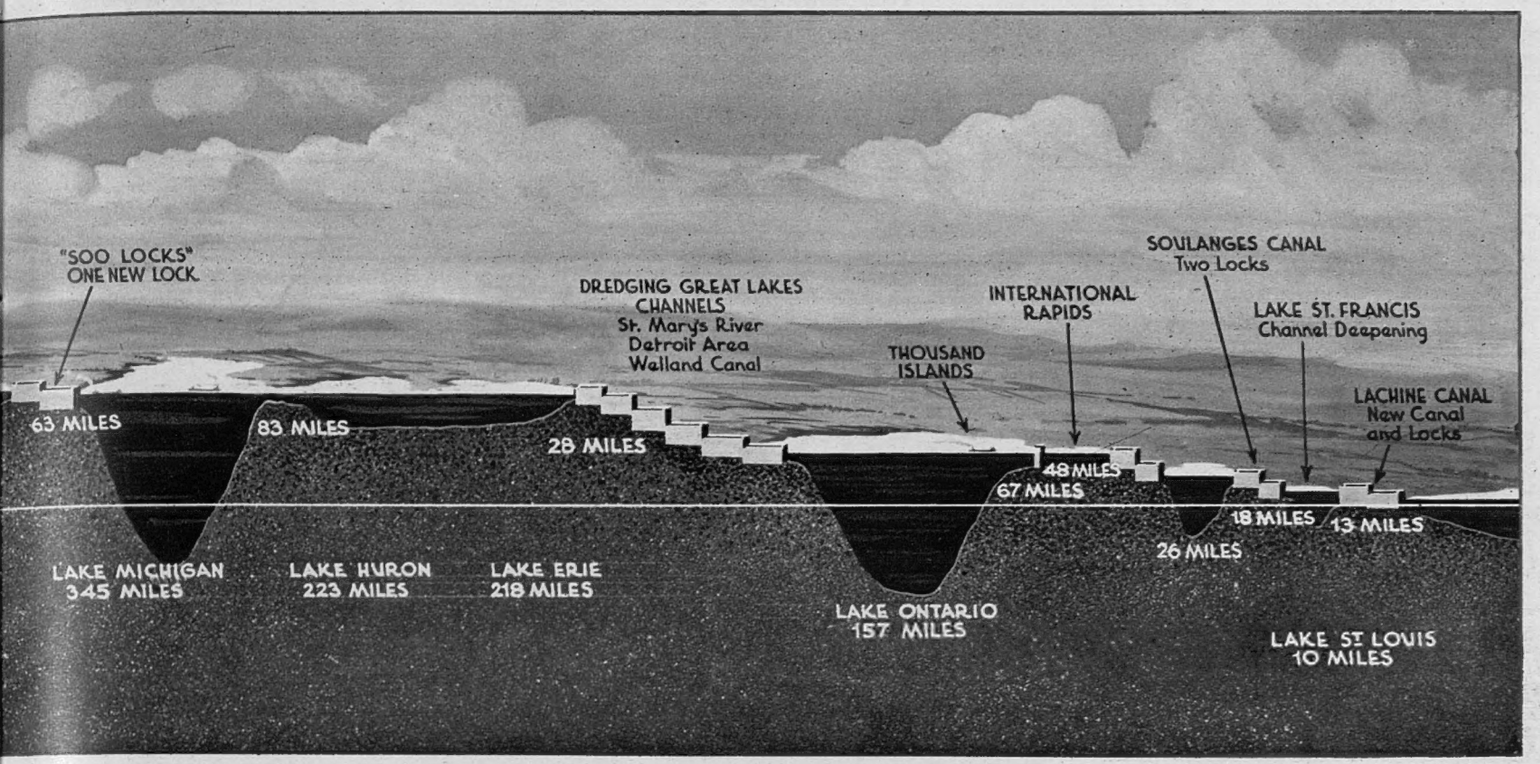
The St. Lawrence Seaway scheme will involve extensive dredging on the Great Lakes, which at present only admit vessels of 14-ft. draught. The Welland Canal will have to be enlarged, while there will have to be one large new lock on the Sault Lock system between Huron and Superior.

It appears that there is strong traditional opposition to the St. Lawrence Seaway, railway interests in the United States Senate having mustered sufficient support to defeat development plans whenever they have been put to the vote.

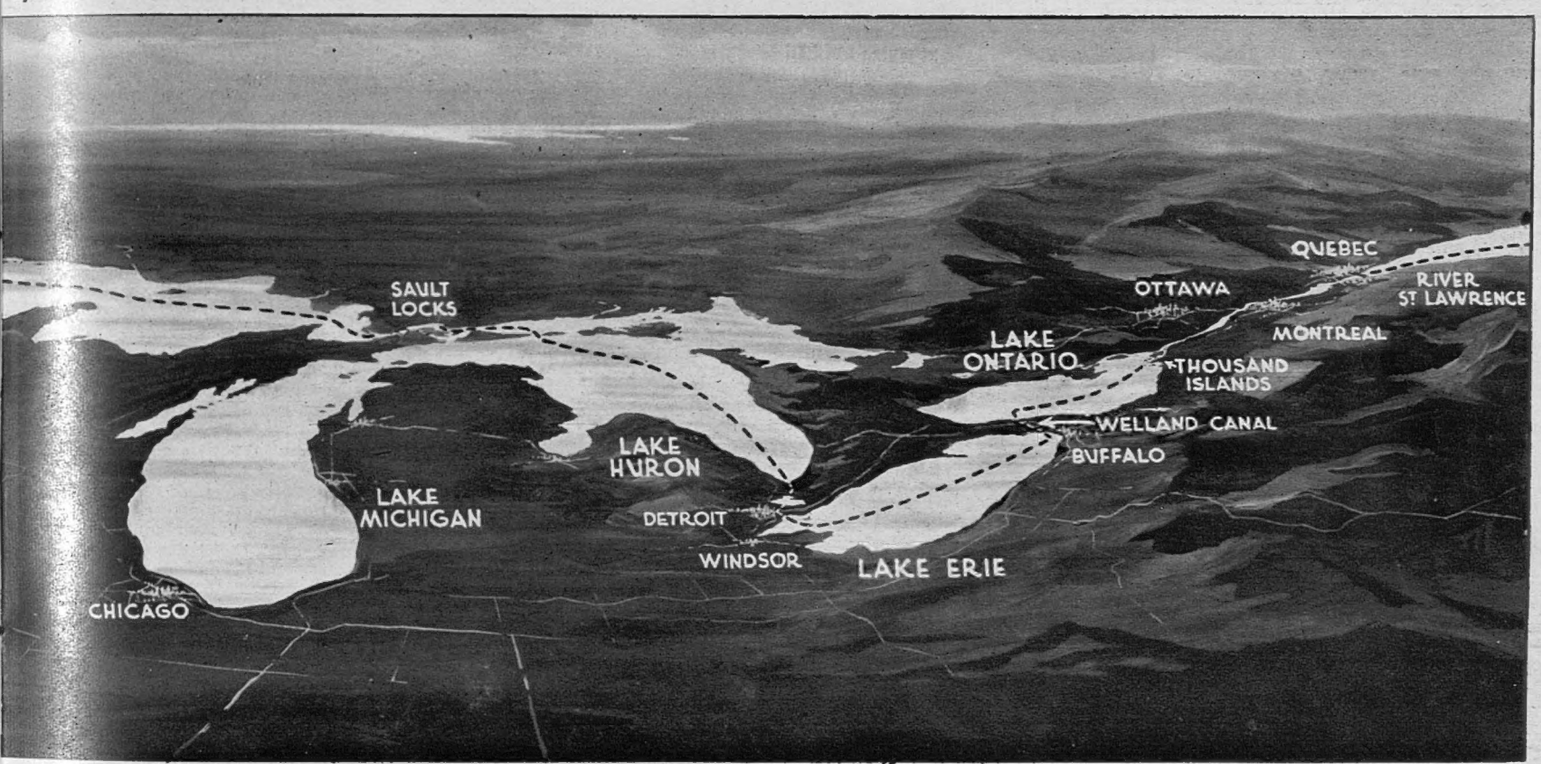
In addition to the creation of a seaway, the St. Lawrence project also provides for the harnessing of the river electrically, and it has already been decided that New York State will handle the power facilities as a public project, paying 93,000,000 dollars as its share in the general cost.



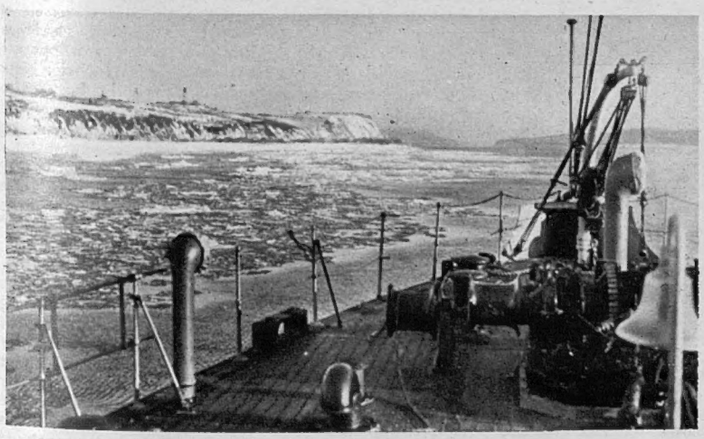

***On left*—TRANSPORT ON THE GREAT LAKES, PAST AND PRESENT: A diagrammatic sketch showing the large ore and grain carriers, vessels of comparatively shallow draught, which now operate between Lake Superior and the St. Lawrence River. Also in the picture is one of the picturesque St. Lawrence sailing barges, sometimes called "bateaux," which carry lumber from the lakes down to Montreal. Inset at top is the sailing vessel "Columbia," of Milwaukee, Lake Michigan, which in 1855 carried the first cargo of ore through the Sault Locks connecting Superior and Huron. When the St. Lawrence Seaway scheme comes to fruition it is envisaged that infinitely larger vessels will ply on the Great Lakes, Atlantic liners and ocean-going merchant ships crossing direct from British and Continental ports to such cities as Chicago and Duluth**—*Drawing by S. E. Beck*



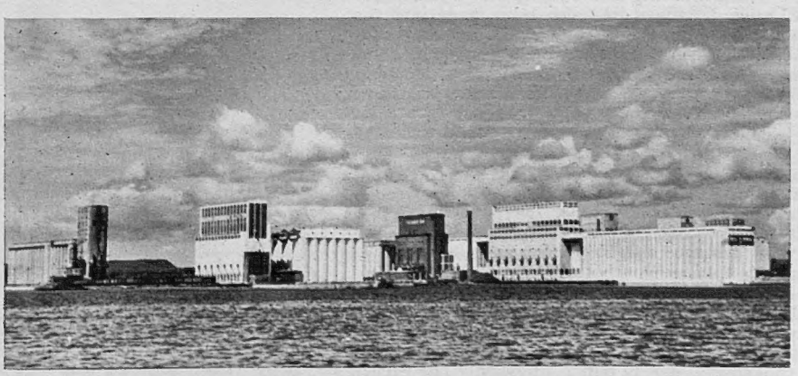

**SEAWAY—A 2,700-MILE WATERCOURSE FOR OCEAN-GOING LINERS FROM THE ATLANTIC TO LAKE SUPERIOR, IN THE HEART OF THE NORTH AMERICAN CONTINENT:** locks which will have to be enlarged and the dredging which will have to be completed in the Great Lakes to admit vessels of large draught and bring to by the United States and Canadian Governments. The U.S. Senate is already considering legislation on the matter under the terms of an agreement with Canada




**FROM THE ATLANTIC TO LAKE SUPERIOR—THE ST. LAWRENCE SEAWAY, ALONG WHICH LINERS MAY ONE DAY BE ABLE TO TRAVEL THROUGH A SERIES OF GIANT LOCKS ON THE GREAT LAKES:** A diagrammatic sketch of the 2,700 miles of waterway regarding which the United States and Canadian Governments are hoping to legislate, President Truman having given his blessing to the project. Canadian and American wheat farmers favour the project particularly



**WHEN NATURE BARS THE WAY:** The powerful bows of the Canadian ice-breaker "Saurel" plough a lane for shipping through the St. Lawrence ice at the start of a new season on the great river. The freezing-up of the St. Lawrence temporarily reduces the port of Montreal to impotence, traffic being diverted meanwhile to the maritime provinces



**THE GRANARIES OF PORT ARTHUR, LAKE SUPERIOR, MAY ONE DAY BE IN DIRECT COMMUNICATION WITH THE PORTS OF EUROPE:** From these vast elevators it will be possible for ocean-going merchant ships to load up and, sailing through the locks of the Great Lakes and up the St. Lawrence River to the sea, they will be able to communicate direct with London, Liverpool, Antwerp, Rotterdam and other cities of the West. Grain farmers in Canada are jubilant at the idea of the St. Lawrence Seaway, as it will enable them to cut existing transport costs by a wide margin, largely eliminating railway freight charges

# THE FRENCH ZONE PAYS DIVIDENDS

## A Part of Occupied Germany That is Nearly Self Supporting

By FERDINAND TUOHY

ONE seldom hears of the French zone of occupation in Germany, yet it has a distinctive story of its own, and is in some ways giving better dividends than either the British or the American zone. Where we are having trouble over food and cost, and politics and re-education are shaping none too well, the American zone is in danger of being gravely undermined by "fratting" gone wild, lack of discipline, and the get-rich-quick urge of raw youths whose other interest is Fräulein.

The first surprise when I interviewed young M. Emile Laffon, head of Military Government, at Baden-Baden, came when he told me that the budget of the zone was now nearly balanced, thanks to exports to France. That was not to say the Occupation was costing France nothing. Not only had the exports to be paid for at dollar rate, but a certain routine outlay on the military side was not included in the balancing. Still, the French are on a better thing than ourselves with our £140,000,000-a-year expenditure on the Germans and B.A.O.R.

The French are getting half the normal coal from the Saar (6,000,000 tons a year) and masses of wood and hydraulic power, also much paper, and a growing amount of textiles and chemicals. The wood may come in hutments and pre-fab. chalets, price £500, a model of one of which I examined. At Pirmasens are lying 1,300,000 pairs of shoes which French wholesalers decline to take even for a France bereft of footwear, because they deem the cost too high at two dollars a pair—which would mean about £2 in the shops. The French also get as much wine as they can handle, and a lot of tobacco from Baden. And they take food out of the zone—meat, vegetables, fats and eggs—in addition to feeding the Army in some measure off the country.

M. Laffon explained, however, that France had to buy an immense quantity of wheat for the Germans, and that, anyway, the Army is so small, compared with the 6,000,000 population of the zone, that the amount of food the Germans are deprived of is quite small. True, the ordinary Germans of the zone are reduced to under 950 calories, but they manage to get a good deal extra in what is largely an agricultural region. They certainly did not look starving (that grossly misapplied word), even in smashed Mainz or Coblence, and an Englishman who has bought a property near the latter ruin told me the countryside—as the Eiffel—has more food than the best-off part of our zone, Schleswig.

M. Laffon, by the way, is a dark and handsome, masterful man of thirty-eight, with a fine record. Originally a mining engineer, he turned to the Bar, and it was while practising in Paris during the Occupation that he grew to be one of De Gaulle's two chief lieutenants underground. Laffon flew to England and Algeria, and was parachuted back into France. He will shortly become the real head of the Occupation, when certain powers and duties hitherto the responsibility of General Koenig, the C.-in-C., are passed to him. This is the result of insistence by a visiting Parliamentary Committee, which also demanded that the last Vichy-tainted officials be removed. Men of the Resistance are being substituted and the Occupation is taking on a Left tone after having made a bad start as a refuge for hundreds of officials and others who could not remain healthfully in France.

A further improvement should come when the French take over Karlsruhe, though why the Americans should want several Black Forest towns in exchange is hard to see. One of these towns, lovely old Tübingen, was being made into the cultural centre of the southern half of the French zone. The University had been opened and colleges built, while Tübingen had also been made into the capital of Wurtemberg in default of Stuttgart, which the Americans had. Now much of this sound work will be wasted, since the Americans won't see things in the same light. But Karlsruhe has long been essential to the French, for it is here—at the "appendix" between two triangles that form the zone—that communications have been worst.

While G.H.Q. Baden-Baden may not be representative of the whole zone, life is much quieter there than in our, or the American, zone. Tales of Parisian licence and high-living are rubbish. "It is just life in a very important garrison town," said M. Laffon. "Go to the Casino, the only social rendezvous, and see for yourself." I did—and found it dull provincial. The troops (quite a few of them North African) do their "fratting," but not the officers—not in public, anyway. The French have got the dangers of sapping that "Fräuleins" present, under much better control than either we or the Americans. They are aided by the fact that a proportion of Mil.-Gov. officials and soldiers come from neighbouring Alsace and Lorraine, and not only speak German, but know these particular Germans. Many even have relatives among them. This renders life easier, though there is no social contact, in general, between occupiers and occupied.

One reason for this is the presence of 15,000 wives and children. The wives are against meeting Germans, save for business. What has happened with these wives and children will interest us. The children are getting on famously. There are 500 in Baden-Baden alone, and schools and colleges are being built up and down the zone. They do not yet mix with German children. With the wives it is not so good. They quickly get bored with little to do in a foreign country, and were it not that they can and do visit their homes in France on an average once a month, and pop over the frontier into France much oftener, they would not long stand the Occupation.

French wives sometimes share their husbands' messes, which is all to the good. Here in this Press Camp are wives in Paris fashions—not camouflaged in uniform as correspondents. But there is not much *chic* on view generally, and almost the only real touch of colour comes from the Spahis. There is not the faintest resemblance to the last French Occupation of *gloire* and strutting. For one thing, there aren't the troops—under 60,000 for the entire zone, which measures some 350 miles from north to south. And there is neither the mood nor the victuals for high-living. The result is a largely invisible Occupation by men going quietly about their jobs. You motor miles and miles without seeing a French uniform—as many as a dozen miles—while the entire Mil.-Gov. staff numbers only 2,700.

Government is along the same lines as our own, the French seeking to get the Germans to run their own affairs as quickly as possible, while retaining a watching control. The zone is split into five provinces governed from Freiburg, Tübingen, Neustadt, Bad-Ems, and Saarbrücken, and the Germans are allowed liberties such as they never could have dreamed they'd get from the French in the first year—after what they did in France. They can assemble as political parties—the zone is overwhelmingly Catholic, and therefore Christian-Democrat. Rather, that is how these Germans dub themselves politically. They have their own newspapers, with a joint circulation of nearly 2,000,000; their own radio speakers; they do their own denazification; have 170 trade unions. Incidentally, workers share supervision with directors of businesses.

A feature of the zone is the high number of its young people — 1,800,000 out of 6,000,000, under the age of eighteen. The French showed all children over fourteen the horror films of the Nazis, but they doubt if much inroad will be made on the older ones, at least yet awhile. Up near Freudenstadt I came upon a revealing scene. It was a gorgeous May day and suddenly, turning a corner, we came upon a whole bevy of ex-Hitler Maidens stepping it out in formation—perhaps two score—and singing a Nazi girls' air with full lung power. Nor did they stop as we passed, but waved and smiled triumphantly.

I should add that the phenomenon of redundant women is even more pronounced in the French zone than with ourselves, there being nearly double the number of women to men between the ages of eighteen and fifty.

A large number of the women work on the land, though the farmers, as elsewhere, refuse to take more labour from the towns. They should be compelled to, on account of the state of the towns and the need for more food. The more one sees of Germany, the more one appreciates the dominant rôle played by the farmers. They are the ones who have got through undamaged, and they do much as they like. They are the ones chiefly responsible for the Black Market and the currency in cigarettes. They give food under the counter in return for cigarettes and barter, and then they sell the cigarettes for lashings of marks to some region where cigarettes bring most. In Berlin they may rate as high as 10 marks each, whereas in Baden they don't fetch more than 2 marks.

Because there is no big town standing, there's much less Black Market in the French zone than anywhere else. This is a distinct gain. Another is the efficacy of the strict price control. This has given the Germans confidence; so much so, that they are putting more in the savings banks than in 1939.

The French are doing their utmost to keep inflation, away, recognising, as they do, how it wrecked the last Occupation and led to Hitler. That is the reason they have, so far, refused to raise the price of coal at our request. They say if this is done with a basic necessity, the Germans will begin to get nervous about their money.

The Germans crowd to French films and documentaries, and to French touring companies, like the Comédie Française and the Ballet des Champs-Elysées. M. Laffon thinks this promising, but he doesn't think any lasting change can be worked in the Germans under fifteen years. "They are beginning to think again," he says, repeating the "beginning." Of resistance signs, he has seen little, although he suspects a disconnected tendency to hold up things, partly by acting the stupid. However, the zone shows a political and social calm. Alone in the Saar is there some Communist excitement, but even there the Communists have voted with the other Parties for economic union with France.

Other problems are also less than ours: there are only 60,000 D.P.'s left and they all have to work, preferably at their original work. Less than 70,000 prisoners and Nazis are still held, and 1,700 war criminals have been dealt with. Quite 70 per cent. of factories are still standing more or less untouched. They lack workers and raw material, but their potential augurs well for the future; though some industries may have to be eliminated as a potential danger. The clock industry of Baden may have to go, because it switched to precision instruments. That would leave only the cuckoos in the forest, and never have I heard so many all day long.

How long the Occupation will last is keenly debated. Some say ten years; others say less. The latter think an Occupation defeats itself by making the occupiers unpopular, and that it should merge into a shadow form as soon as full reparation, denazification and demolition have been completed.

The French only wish to deprive the Germans of the Ruhr, the Saar, and of Mainz. They feel Mainz must still be garrisoned long after the Americans, now on the opposite bank, have departed. The other thing the French want most is more coal. With that, they could get the reparation more quickly, and the Germans even more back to normal.

### WOMEN WITH THE OCCUPATION FORCES

**A.T.S. AT PLAY BY A GERMAN LAKE:** Private Frances Smith, of Manchester, and Private Eileen Finn, of Guernsey, running out of the waters of the Möhne See after a swim in the lake. Möhne, scene of the late Guy Gibson's celebrated dam-busting exploit, is now a popular resort of British troops, having a yachting club, bathing beaches and all the amenities of a holiday centre

**INTO THE WATER-JUMP AT A DORTMUND GYMKHANA:** Mrs. Rawson, of Oldham, who is serving with the Y.M.C.A. in the British Occupied Zone of Germany, landing squarely in the water-jump on Fox during the gymkhana staged by the Suffolk Yeomanry. As yet there are few British women on the Rhine, except those working with the auxiliary services

# MEN and WOMEN IN THE NEWS

**A BISHOP GOES AMONG HIS PEOPLE : The Bishop of Dorchester (Dr. G. B. Allen), staff in hand, leaves the village of Headington, Oxford, at the start of a walking tour of the Rural Deanery of Islip.** During the tour he covered over 40 miles on foot in company with his retinue, visiting churches and schools and calling upon sick people in their own homes. Dr. Allen is also Archdeacon of Oxford and Canon of Christ Church. The rural deanery of Islip lies within the diocese of Oxford

**COURT MARTIAL IN AMSTERDAM : The former Chief-of-Staff of the Canadian forces in Holland answers charges of luxury living.** Brigadier J. F. A. Lister leaving the court with counsel during an interval in the hearing. He was accused of improperly using part of a requisitioned house in Amsterdam, of converting Army food and coal to his own uses, and of making use of Dutch civilians paid out of public funds. Brigadier Lister called as a witness his former chief. He was acquitted

**AN OUTSPOKEN SPOKESMAN FOR THE ARAB WORLD : Abdurrahman Azzam Pasha, Secretary-General of the Arab League.** He made an inflammatory declaration of policy following the announcement of the findings of the Anglo-American Committee of Inquiry on Palestine. The Secretary-General declared that it might be necessary to declare Palestine a battle zone and proclaim a Holy War

**A MUSSOLINI PASSES : Gina Mussolini, widow of the Duce's son Bruno, whose body was recovered from Lake Como.** She was drowned during a midnight boating party, and she is said to have been accompanied by three British soldiers. The Milan Police have been investigating the matter. She was identified by a number of documents found among her clothing

**APPOINTED TO A KEY JOB IN U.N.O. : Miss Mary Smieton, of the Ministry of Labour, whom Mr. Trygve Lie has made United Nations Director of Personnel.** Miss Smieton will receive a tax-free salary of £2,750 and £750 representational allowance a year. At present she is a Principal Assistant-Secretary at the Ministry of Labour in London. She will shortly be leaving for New York to take up her duties

***On left*—MR. CHURCHILL RECEIVES A TUMULTUOUS RECEPTION IN HOLLAND : Giving the V-sign to the great crowds which assembled to cheer him when, accompanied by Queen Wilhelmina of the Netherlands, he came out on to the balcony of the Royal Palace in Amsterdam.** During his six-day stay in Holland Mr. Churchill was accorded a magnificent reception. On the second day he addressed the States General in the Knights Hall of the Binnenhof Palace, something which neither a foreigner nor a private citizen has ever done before in Holland. He told his audience that Britain's stand against Germany in 1940 recalled that glorious hour of Dutch history when William the Silent declared that, rather than surrender, the Dutch would die on the last dyke

# NEWS FROM EUROPE and the MIDDLE EAST

**"WE WANT THE FREEDOM YOU HAVE GAINED": These were the words shouted by Left Wing partisans as they demonstrated round the car of Prime Minister Pishevari of Azerbaijan at Teheran Airport.** Azerbaijan soldiers are seen trying ineffectually to control the crowds, and in the left foreground, wearing a Russian military cap, is the Deputy Prime Minister, Dr. Jehanshahlou. The Azerbaijan delegation came to the Persian capital ostensibly to discuss the future of their province (which they now regard as an independent country), but it was felt at the time that the visit had more the nature of a formality, and that nothing which might be said would make the seceding state of Azerbaijan adhere once more to the central government of Persia. On the morning of the delegation's arrival, Persian *gendarmerie* clashed with a party of Tudeh workmen on their way to the airfield. Two of the workers were killed

**THE MAN FROM TABRIZ:** Seyed Jaffar Pishevari, Prime Minister of the Azerbaijan "Democrat" Government, at Teheran Airport on arrival from Tabriz to confer with Prime Minister Qavam of Persia on the Azerbaijan question. He arrived in a Russian plane and wearing a Russian uniform

**THE NEW BRITISH AMBASSADOR TO PERSIA PRESENTS HIS CREDENTIALS: A formal group outside the Gulestan Palace, Teheran, after Mr. John Hellier le Rougetel had been received by the Shah.** Front row—Mr. H. L. Farquhar, First Counsellor; His Excellency the Ambassador; M. Mumtaz, Acting Chief of Protocol to the Shah; and Sir Clarmont Skrine, the Second Counsellor. Back row—Mr. W. Williams, Acting Counsellor; Magor G. A. Naqvi, Indian Chargé d'Affaires; Mr. G. W. Seager, Director of Public Relations, Teheran Embassy; Mr. John Sommers-Cocks, head of the Chancery; Mr. Arthur Kellas, Second Secretary; Mr. L. P. Elwell-Sutton, Press Attaché; Group-Captain J. D. E. Hughes Air Attaché; Mr. Anvar, Indian Press Attaché; and Mr. N. S. Roberts, Commercial Secretary

**A SHAVIAN FIGURE AT BERLIN'S MAY DAY CELEBRATIONS: A participant in the great political parade in the Lustgarten resplendent in his Bavarian national costume, which he brought out, no doubt, specially for the occasion.** The parade was organised by the trade unions, and really constituted propaganda for the new Unity Party

**THE SOVIET UNION AND THE ORTHODOX FAITH: An old custom revived at Constantinople. The Soviet Consul-General (second from left) accompanying the Patriarch of Constantinople from his home to the Cathedral, together with representatives of other European Governments, during the course of the Easter celebrations.** Since the Russian Revolution no Soviet diplomat has taken part in this annual ceremony, which betokens acknowledgment of the Patriarch's supreme authority; but this year the Russian Embassy in Constantinople made a special request to be represented. During the war the Soviet gave official acknowledgment to the Orthodox Church in Russia by restoring the Patriarchate

**EVACUATION DAY IN DAMASCUS: Celebrating the departure of Allied troops.** Abdullatif Tal at Pasha, representative of King Farouk of Egypt; Sami es Sohl, Premier of the Lebanon; Najees Er-Raoui Pasha, head of the Iraqi delegation; and Abdurrahman Azzam Pasha, head of the Arab League, watching the great parade of Arab troops held in Damascus to mark the departure of French and British forces from Syria. The evacuation has caused the deepest satisfaction in the Arab world

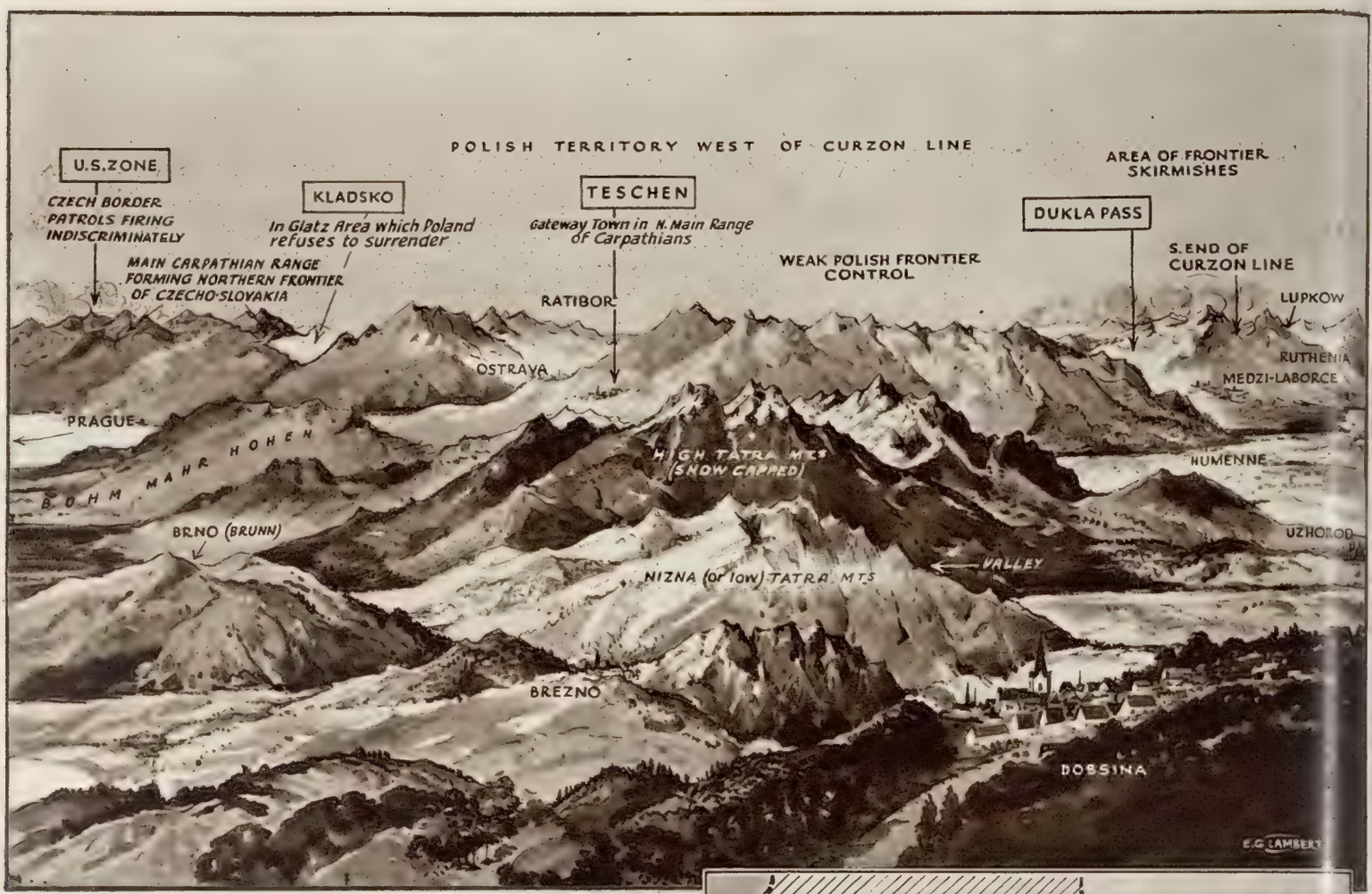
**NORWAY STAGES A TREASON TRIAL: Members of the notorious Rinnan Gang in the dock at Trondheim, where they are facing charges of collaboration with the Germans during the days of occupation.** In the foreground are Kitty Grande and Inga Lerfald, who acted as decoys, causing many Norwegian patriots to be handed over to the German authorities. The gang specialised in denouncing underground workers to the Gestapo, and it appears to have been actuated by wholly pecuniary motives. On one occasion they organised a bogus transport of refugees to the Shetland Islands, and usually they operated with much cunning. As in all mass trials the prisoners are numbered

**MADAME SJAHRIR AWAITS HAPPIER TIMES: The wife of Dr. Sjahrir, head of the "Indonesian Republican Government," seen at her home at Santpoort, a suburb of the Dutch town of Haarlem.** Madame Sjahrir is a Dutchwoman, having been born in Delft thirty-nine years ago, and she first met her husband when he visited Delft University. They were married in 1936 in the Dutch East Indies in accordance with Muhammadan rites. When war broke out Sjahrir was interned in New Guinea as a rebel, and the Dutch authorities, who did not acknowledge the wedding, repatriated his wife to Holland, where she has been living ever since. Madame Sjahrir has not seen her husband since 1942

**ELDER STATESMEN OF ITALY GET TOGETHER: The four principal supporters of the National Democratic Union who plan to fight the coming election in partnership.** A picture taken at a recent national convention showing Signor Orlando, now aged eighty-five, Signor Bonomi (an ex-Premier, aged seventy-three), Signor Nitti (an ex-Premier, aged seventy-nine), and Signor Croce, aged eighty, all of whom have played a major part in Italian politics during the past half-century. They now wish to unite the country under the Liberal-Labour banner for the nation-wide elections which will take place on June 2

**COPENHAGEN CELEBRATES THE FIRST ANNIVERSARY OF LIBERATION: A firework display in the Danish capital during the recent festivities.** For the occasion all the principal street names of Copenhagen were temporarily changed and processions took place in flag-decked Eisenhower Avenue, Roosevelt Street, Churchill Square, Stalin Prospect and Monty Place. From early morning until late at night crowds thronged the city

**TOSCANINI MAKES A SENTIMENTAL JOURNEY: The great Italian conductor at the doorway of his Milan home, No. 20, Via Durini.** Toscanini has not been in Italy since 1938, and during the war years he was entirely cut-off from his old home. On the left is his son Walter Toscanini; in the centre is Mrs. Carlotta Toscanini, the conductor's wife, and on the right is his daughter, Countess Wally Castelbarco. Toscanini, whose hatred of Fascism and the Nazis was apparent some time before the war, is now in his eightieth year




**A FRONTIER REGION WHERE TROUBLE CONSTANTLY THREATENS: A sketch showing the mountainous country in the north of Czechoslovakia, which has been much in the news on account of friction between Poland and Czechoslovakia.** In the first place, Poland refuses to surrender Kladsko (Glatz). In the second place, Czech border patrols have been active in raiding into the U.S. Zone of Germany, seemingly seeking out Sudeten Germans wanted for war crimes. A third trouble centre is Teschen, where Polish and Czech forces still face each other across the Olsa; while away to the east, where Polish authority is almost non-existent, bands of Ukrainian terrorists have clashed with Czech troops on the frontier—*Drawing by E. G. Lambert*

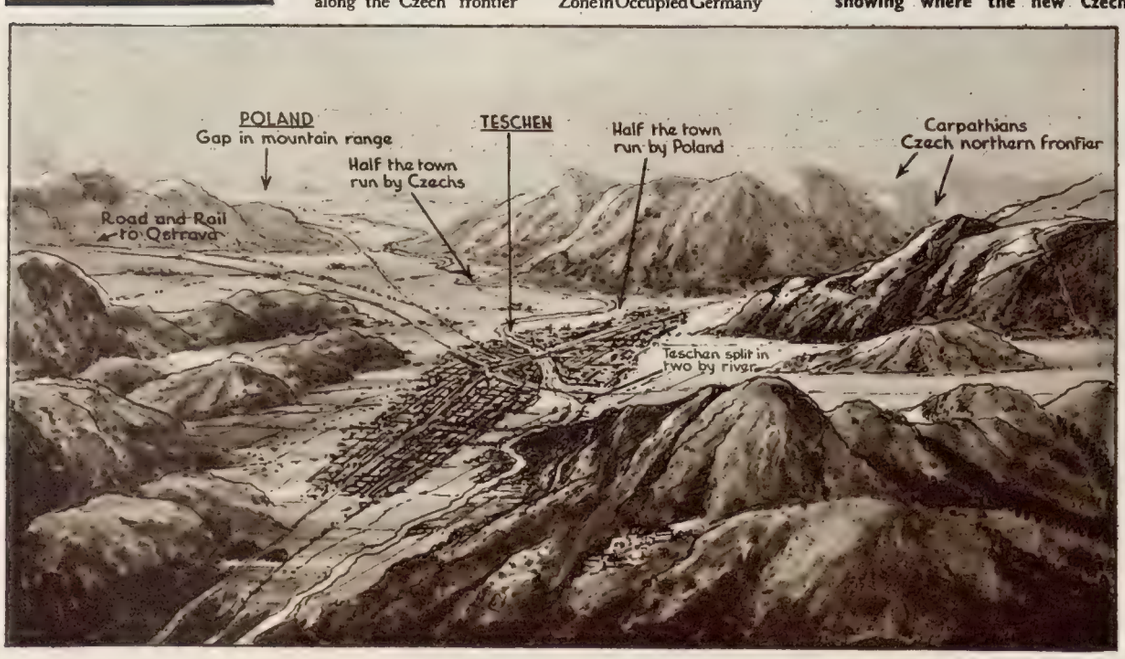
# EUROPE'S CONTENTIOUS FRONTIERS

Poland and Czechoslovakia, Italy and Yugoslavia, Austria and Italy, All Provide Problems for the Post-war World

**POLAND'S YOUTHFUL PREMIER:** M. Edward Osulka-Morawski, who is faced with the intensely difficult problem of maintaining good relations along the Czech frontier

**A NEW POWER IN EASTERN GERMANY:** General of the Army Vasili Sokolovsky, who succeeds Marshal Zhukov as C.-in-C. of the Soviet Zone in Occupied Germany

**CZECHOSLOVAKIA AND HER CONTENTIOUS NORTHERN FRONTIER: A sketch-map showing where the new Czech Republic and the Polish Republic come face to face along a vast borderland**




The new Poland and the new Czechoslovakia are at loggerheads. This is not the first time the two countries have not seen eye to eye, and in the years between the wars the rich coal and steel area of Teschen, with its Czech, Polish and German population, was the chief object of dissension. Teschen is still a problem, but the Czechs and Poles also differ over the future of Kladsko and other areas of German Silesia which have been incorporated in post-war Poland. The Czech Government urged recently that it should be represented at the Conference in Paris while the question of Germany's eastern border was under review, but the Poles replied bluntly by declaring this to be a hostile act

***On left*—THE DISPUTED CITY ON THE OLSA: A diagrammatic sketch of Teschen, one half of which is occupied by the Poles and the other by the Czechs; a compromise situation that is not likely to last indefinitely.** Elsewhere on the northern frontier of Czechoslovakia there have been repeated clashes of late between Czech and Polish interests—*Drawing by Percy Home*

**THE PROBLEM OF TRIESTE—THE DAILY ROUND OF THE FISHING PORT IS DISTURBED BY A POPULAR DEMONSTRATION: A scene in the disputed Adriatic city, to which Yugoslavia and Italy have been laying rival claims. These claims were reviewed last week by members of the Foreign Ministers' Conference in Paris, and at the same time it was urged in some quarters that the ideal solution of the problem might be to make Trieste into an international base under the authority of U.N.O. and its Security Council.** Meanwhile, Trieste has been the scene of constant rival demonstrations, and while the International Boundary Commission was in the port these were of almost daily occurrence, Italians and Yugoslavs attempting to better each other in the extent of their displays. The question of the Italo-Yugoslav frontier is one of much complexity. There can be no doubt, for instance, of the Yugoslav claim to the greater part of the province known as Venezia Giulia, while the Yugoslav claim to Trieste is not so easily substantiated. The population of the city is in majority Italian and the port serves a hinterland of which Yugoslavia does not constitute the main part—*Drawing by W. G. Whitaker*

**GLAD TO GO: Smiling German men and women taking a last look at the Sudetenland as they leave Czech territory to cross the border into Germany.** Czechoslovakia is removing her entire German minority across the border, and she has already transported about 117,000 of the 2,000,000 people who will eventually be ejected. The removal, which has been sanctioned by international agreement, is being carried out on humane lines. Each person is allowed to take 100 lbs. of personal baggage, and every party is accompanied by an experienced doctor and two or three trained nurses

**"GIVE US BACK SOUTH TYROL": Picturesquely-clad Austrians marching through the streets of Innsbruck dressed in Tyrolean costume and carrying banners calling for the return of the lost province.** South Tyrol was ceded to Italy after the war of 1914-18, and its cession was always cited as one of the injustices of the 1919 settlement, while the measures of Italianisation applied to its population were among the iniquities of the Fascist regime. Even so, the Foreign Ministers' Conference in Paris has decided to make only minor adjustments to the 1919 frontier, and Italy will retain South Tyrol

**THE HUNT FOR FOOD IN STARVING HUNGARY: Men and women at Budapest station attempting to get aboard an already-overcrowded train.** This is no holiday express, but merely an everyday scene as the people of the capital go out into the countryside in search of supplies. The food situation in Budapest is serious, and many people find it possible to work only two days a week, the rest of the time being spent in the quest for meat and vegetables in agricultural areas

**THE URGENT QUEST FOR FOOD IN ITALY : Italians, their bicycles thrown on one side in the rush, scrambling for scraps on an Allied Army refuse lorry ; a picture that bears witness to the terrible shortage of food in the country, where, except for those with money enough to buy on the Black Market, there is a never-ceasing struggle to stave off the pangs of hunger. In Northern Italy men and women haunt the refuse and garbage dumps used by Allied trucks, and often they are hurt in the ensuing struggle**

# LAWLESSNESS AND DISORDER SWEEP TWO CONTINENTS

**Prison Riots in Milan : A Gun Battle in the Streets of Paris : The Body of Mussolini Taken from the Grave**

A wave of lawlessness would seem to be sweeping across the post-war world, and every day there come into The Sphere office in London pictures that evidence the current unrest. The recent gaol battle in Milan, rivalling that at Alcatraz, California ; the running gun-fight in the streets of Paris, and the battles with black marketeers in Southern Italy all tell the same tale and belong to the same trend. Europe in particular is in a state of post-war unsettlement, while in the ceaseless quest for food in many countries existing so perilously near the starvation-line may be traced the underlying cause of much that occurs

**THE END OF THE MILAN PRISON REVOLT : Prisoners, their hands held aloft, being marched out of the San Vittore Gaol.** A picture taken after the mutiny which was led by the notorious gangster Carlo Barbieri, and in which about 1,000 prisoners took part. The battle lasted for four days, during which many guards were wounded and twenty-five were taken as hostages

**DEATH TO THE BLACK MARKETEERS : Rioters at Foggia, Southern Italy, attacking a man (second from right) whom they suspected of Black Market activities. Before he could be rescued by the police he was severely clubbed about the head and left in a serious condition.** The riots, too, started at Foggia Station when several known Black Market operators were dragged from a train travelling between Bologna and Bari. The instigators of the attack were unemployed men, mostly returned prisoners of war from the camps of Germany. Unemployment in Italy is serious at the moment, and until after the elections it is not anticipated that the country will show any signs of settling down to normal industrial life

**THE VILLAIN OF THE PIECE : Carlo Barbieri, the notorious Italian gangster, seen in chains at San Vittore Gaol, Milan.** He was only arrested in March, but so quickly did he work that he immediately organised the prison revolt and at least 1,000 fellow-convicts supported him in the attempt to break out

**AFTERMATH OF A GUN-BATTLE IN THE STREETS OF PARIS:** ***On left and right*—Two American soldiers in the hands of the French police after they had escaped from a United States Military Prison in the city and attempted to hold off their pursuers with tommy-guns and revolvers.** The fugitives, among them a negro who was to have been hanged on the morning of his escape, were eventually trapped in the Rue du Sentier, but not before they had killed one civilian and wounded a gendarme

While Milan was in the throes of a gaol mutiny, Paris was the scene of similar excitement last week when five American soldiers escaped from the United States Military Prison and engaged in a gun-battle in the centre of the city, two of them eventually making their escape across the roof-tops. Eddy Jones, the negro, who had already been condemned to death for murder, was the first to be captured, and two of his associates barricaded themselves in a house in the Rue du Sentier, where tear-gas had to be used in order to dislodge them. There was one fatal casualty as a result of the battle, a sixty-year-old civilian, while a French policeman, another civilian and one of the hunted men were wounded

**THE ARREST OF EDDY JONES:** The American negro soldier being led, handcuffed, through the streets of Paris after his sensational attempt to escape had ended in rearrest. On the morning of his escape he was to have been hanged for murder, and consequently he proved himself the most desperate of the five when finally hemmed in by the French police. He was, however the first to be caught

**THE LAST PHASE OF THE PARIS GUN-BATTLE:** Although bullets rained from all directions, the police had great difficulty in controlling the curious crowds which pressed into the Rue du Sentier to watch the escaped American soldiers being rounded up

**"DON'T FENCE ME IN": Three of the forty-five women at Manitoba Provincial Prison, Portage La Prairie, pictured during their twenty-four-hour riot in protest against food and living conditions.** After using tear-gas in an unsuccessful attempt to quell the rioters, the police withdrew to let "the women cool off." Glass in nearly every window in the prison was shattered during the rioting by the hysterical inmates

**THE BODY OF MUSSOLINI TAKEN FROM THE MUSOCCO CEMETERY, MILAN: The scene at the graveside after the robbery, which occurred at a time when the police were deeply engaged in quelling the Milan prison outbreak organised by the gangster Barbieri.** On May 7 two people confessed to the robbery, saying that they had removed the body on account of its lowly resting-place. On the grave was found a note saying: "At last, Duce, you are with us. We will surround you with roses, but the perfume of your virtues will be stronger than that of roses." The note was signed "Democratic Fascists"

THE SITE OF THE NEW SATELLITE TOWN : An aerial view of the Hertfordshire market town of Stevenage, over which a controversy has arisen as a result of the decision of the Minister of Town and Country Planning, Mr. Lewis Silkin, to convert the place into a modern satellite town of from 50,000 to 60,000 inhabitants. The present population is only 6,000, and many of the citizens are protesting vigorously against the Minister's proposals

# STORM OVER STEVENAGE

## Residents Protest Against the Plan to Turn Their Town Into the First of London's Satellites

WHEN STEVENAGE BECOMES A SATELLITE TOWN : A sketch-map showing how the town will be divided into six residential neighbourhoods, each of which will have its own shopping centre, churches and cinemas. The neighbourhoods will be divided off by major open spaces, and one of them will incorporate the existing residential area of Stevenage. On the opposite side of the railway is the proposed industrial zone, and near the main-line railway-station will be a new town centre. It will be seen how the Great North Road and the railway will flank the industrial zone, thus providing traders with the fullest transport facilities. The development of Stevenage will proceed by stages, and, according to present estimates, work will probably begin in 1947 and reach its peak in 1951. The aim is to make full provision for a population of 45,000 in ten years, and thereafter it is estimated that natural increase would bring the total to a maximum of 60,000

THE PEACE OF RURAL HERTFORDSHIRE : The market town of Stevenage seen from the cornfields. Much of this agricultural land on the outskirts of Stevenage will be requisitioned for the new satellite town, which is to be built at an initial cost of £19,000,000

TALKING IT OVER : Mr. Mott (left) chats with Mr. Gates, a local contractor, about the scheme. Mr. Mott's home (in background) is one of the eighty in Fairview Road which will be demolished to make way for factory space

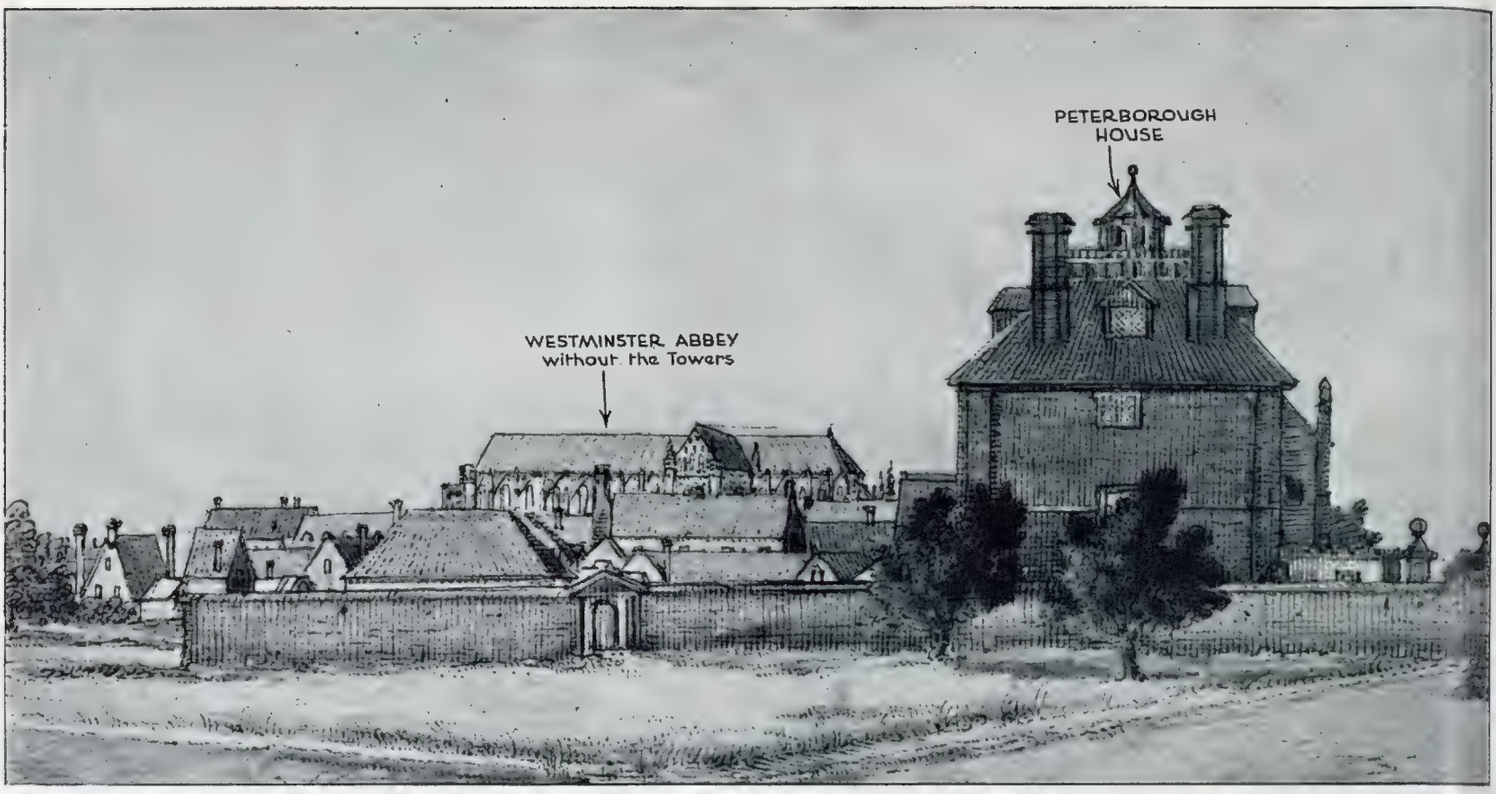
SCHEDULED FOR DEMOLITION UNDER THE STEVENAGE SCHEME : Some of the semi-detached homes in Sish Lane which will eventually have to come down. The owners have been told that they will receive 1939 prices plus 30 per cent.

**THE SMALL COUNTRY TOWN WHICH MAY BECOME ONE OF LONDON'S SATELLITES: A residential corner of Stevenage, where the people have formed a fighting committee to resist the proposals of the Minister of Town and Country Planning. To explain these proposals, Mr. Silkin visited Stevenage last week and, after lunching with members of the Urban Council and addressing the Council in private, addressed a public meeting of protest in Stevenage Town Hall. Mr. Silkin was greeted with mingled cheers and boos, but did much to satisfy the people that every precaution would be taken to cause the least possible disturbance to the old town in the process of building up the new. It is inevitable, however, that 150 houses will have to be demolished under the scheme**

There were lively scenes last week in the little Hertfordshire market town of Stevenage, when Mr. Lewis Silkin, Minister of Town and Country Planning, addressed in the Town Hall a vigorous meeting of protest staged by the townspeople against the new scheme for turning Stevenage into a satellite town of 50,000 or 60,000 inhabitants. The Town Hall had room for only 300, but at least ten times that number gathered outside, loud-speakers relaying the Minister's speech and the scores of questions he answered. Chief criticism against the plan came from the 150 house-holders who will be provided with new accommodation, but whose present homes will be demolished under the scheme. Mr. Silkin has assured them priority treatment and a fair price, however, and many went away from the meeting feeling happier in mind. Stevenage has been chosen as the first of London's satellite towns, as it is situated 30 miles from the metropolis on main road and rail arteries, and has, in addition, many qualifications as a residential area. In every way it is hoped to make Stevenage into a model town, and, with its six residential neighbourhoods, each with a population of 8,000 or more inhabitants and each with its own churches, schools and shops, it will be an example to the world in intelligent planning

**WAITING TO HEAR MR. SILKIN: Some of the thousands of citizens who tried to get into Stevenage Town Hall last week to hear the Minister explain his plans. Those who could not gain admittance heard a loud-speaker relay**

**THE MINISTER LOOKS AT THE PLAN FOR THE NEW STEVENAGE: Mr. Lewis Silkin (foreground) seen at the Stevenage Town Hall before addressing the meeting of protest organised by the citizens. He had to face a barrage of criticism, but on the whole emerged well from the ordeal, explaining that owners of all doomed property in Stevenage would be fully compensated**




**MILLBANK AT THE OPENING OF THE EIGHTEENTH CENTURY : This very unusual view, showing Westminster Abbey before the towers were built and Peterborough House, is included in the Exhibition of British Water-colours in Gallery 74 at the Victoria and Albert Museum, an exhibition that provides fascinating glimpses of a now vanished London.** This picture is the work of Francis Place, an amateur artist of much distinction. In Place's day Peterborough House was the furthest extremity of the City of Westminster, and beyond its garden was only lately reclaimed marshland. The house is supposed to have been built by the first Earl of Peterborough

# The Charm of VANISHED LONDON

## Revealed in a Remarkable Exhibition of Water-colours at the Victoria and Albert Museum

The charm of old London is revealed in a fascinating manner at the present Exhibition of British Water-colours at the Victoria and Albert Museum, and in the brilliant work of several of our eighteenth-century water-colourists it is possible to revisit old-time Chelsea and Westminster, step within the courts of the Temple, and watch fashionable Londoners promenading in the vicinity of Buckingham House. James Miller's picture of old Cheyne Walk, Chelsea, is one of especial charm, belonging, as it does, to the days before the granite embankment gave formality to this once highly picturesque reach of the Thames, and when timber quaysides and landing-steps admitted straight on to the carriageway

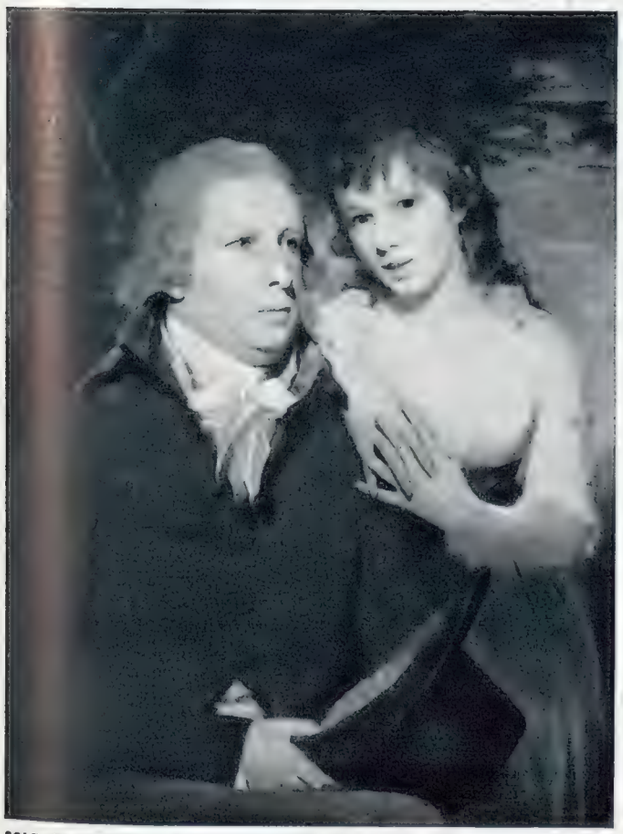
**THE CHARM OF OLD FOUNTAIN COURT : William Henry Hunt's picture is also among the many delightful water-colours of old London in the present exhibition at the Victoria and Albert Museum.** The view looks from New Court, across the iron railings (now disappeared) of Fountain Court, to the Middle Temple Gardens, only a few yards from the bustle of Fleet Street. It was at this fountain that Ruth Pinch used to meet her brother Tom in Dickens' *Martin Chuzzlewit*

**OLD CHELSEA IN 1776 : A detail from James Miller's painting of Cheyne Walk, showing barges and other craft on the Thames as it appeared in the days before the building of the embankment.** At that time the river spread out towards the marshes of Battersea, covering a very wide area, and a windmill added to the rural aspect of the Battersea landscape. The picture has attracted much admiring attention in the exhibition of water-colours

***On right*—OLD BUCKINGHAM HOUSE IN 1790 : The predecessor of the present Buckingham Palace as it appeared at the close of the eighteenth century in a water-colour by Edward Dayes, a painter and draughtsman who enjoyed Royal patronage.** Buckingham House was built by John Sheffield, Duke of Buckingham, in 1703, and in 1761 it was purchased by George III, all the King's children being born there except the future George IV. The house was pulled down by George IV in 1824, and the present Buckingham Palace was erected on the site. Dayes nearly always thronged his drawings with figures, which he drew with grace and spirit and which illustrate vividly the fashions of the time. He committed suicide in 1804 at the height of his success

**CHELSEA AS IT WAS 170 YEARS AGO—A DETAIL FROM A WATER-COLOUR OF CHEYNE WALK BY JAMES MILLER, NOW BEING SHOWN AT THE VICTORIA AND ALBERT MUSEUM'S EXHIBITION OF BRITISH WATER-COLOURS : It belongs to the days before the Embankment enclosed the river frontage**

It is not easy to link this picture of James Miller's with the present Chelsea, though some may identify it as being a few yards to the west of the present Albert Bridge, near the Blue Cockatoo and the Eight Bells. Whatever the exact spot, the picture gives a fascinating glimpse of riverside life as it was before the building of the embankment, when the Thames spread far and wide towards the marshes of Battersea. Sixty years after Miller painted this picture Chelsea was still the same, and Thomas Carlyle, who was planning to take a house in Cheyne Row, recorded : "Chelsea is a singular heterogeneous kind of spot, very dirty and confused in some places, quite beautiful in others, abounding in antiquities and the traces of great men. Our row runs out upon a 'Parade' running along the shore of the river, a broad highway with huge shady trees, boats lying moored, and a smell of shipping and tar"



**SOLD FOR £2,205 : Raeburn's portrait of Sir Alexander Don and his daughter (companion picture of that reproduced on the right) was bought by Messrs. Agnew at the recent sale at Christie's**

## Two Raeburns in the Sale Room

Prices in the art world have of late been subject to so many vagaries that when the two Raeburn portraits of the Don family were recently offered at Christie's there were some who thought that the return would be disappointing. As it was, the two pictures, described as the property of a lady, actually attracted considerable bidding, the portrait of Sir Alexander Don and his daughter being sold for £2,205, and the portrait of Lady Harriet Don and her son fetching £2,415. Both pictures typify the Raeburn manner, being dignified and beautifully poised. Raeburn's portraits, of which he painted over 1,000, have a uniform handsomeness, although individual characteristics are usually noted carefully. If not himself conventional, Raeburn founded a highly conventional style which rather tended to shackle future Scottish portraiture.

Raeburn was a most confident painter, scorning preliminary sketches and starting at once with the brush. The National Gallery at Edinburgh has the best collection of his work.

**SOLD FOR £2,415 : Raeburn's portrait of Lady Harriet Don and her son Alexander, which was bought by the Scottish dealer Mr. Nicol at the recent sale of Old Masters held at Christie's**

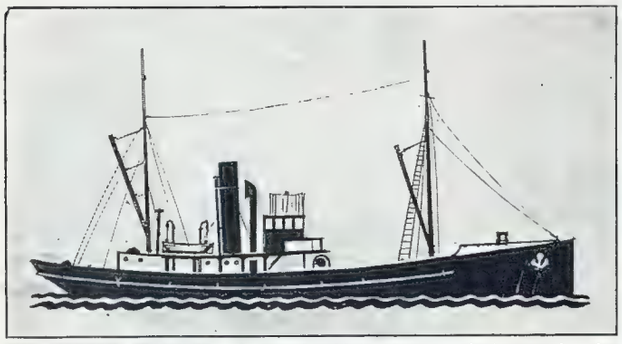
# TRAWLERS and DRIFTERS in WAR and PEACE

## *And Other Seafaring News*

### Malta's Vice-Admiral Leaves for Home; Russian Minesweepers Built in Canada

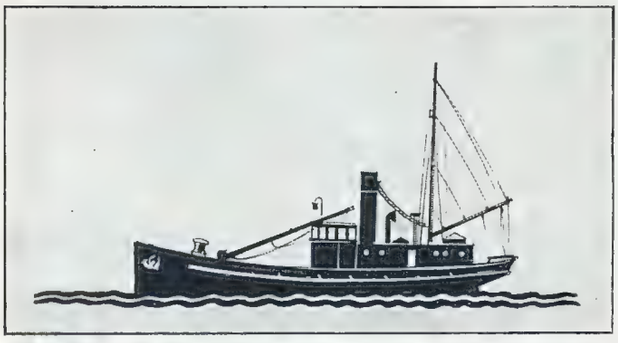
**NEARLY CARRIED TO DESTRUCTION: An astonishing aspect of the loss of the "Royal Oak" in October 1939. As the great battleship heeled over, rent by a series of mysterious explosions, her blister caught the bows of the drifter "Daisy II," lifting her high above the water. "Daisy II" righted herself and subsequently rescued many members of the ill-fated warship's crew, most of whom were covered in oil**—*Drawing by R. Johnston*

Of all the accidents befalling little drifters during the war, probably the experience of *Daisy II* is the strangest, and hitherto no details of it have been published. The incident occurred when *Daisy II* was performing attendant duties to the ill-fated *Royal Oak*. It will be remembered that this great battleship sank as a result of some mysterious explosions on October 14, 1939. The *Daisy II* was in the habit of lying alongside every evening to take liberty parties to Scapa Pier, and she was in that position at three minutes past one o'clock on the morning of October 14 when the first explosion occurred. The skipper and cook of *Daisy II* remained standing near their forward hatch when three more big explosions occurred on the battleship. This was about twelve or fourteen minutes after the first one. The cook was ordered to cut the rope, but this proved impossible in the darkness. By this time the battleship was beginning to heel over and her big blister or bilge caught the hull of *Daisy II* and lifted her bows 25 ft. out of the water. The little vessel heeled dangerously to port when she tore clear of the battleship's bilge. There was only one near-casualty on *Daisy II*



**THE MODERN TRAWLER: A vessel which plays a vital part in the national life both in peace and war. Trawlers, which draw their nets instead of drifting them, are mainly owned by large companies and are equipped to remain at sea for long periods**

**THE TRAGEDY OF THE "EARL ESSEX": Men on board the Grimsby trawler "Vera Grace" look on helplessly as the "Earl Essex," also of Grimsby, is blown up by a mine exploding in the nets. An artist's impression of the disaster which took place recently in the North Sea and from which there was only one survivor, Trimmer J. Taylor. The rescued man afterwards declared that when the trawl was being hauled in at the stern it brought up a mine which blew a hole in the ship, ten members of the crew being killed or drowned. Taylor jumped overboard, shouting to the three others in the forecastle to follow him, and seeing a raft 200 yards away, which must have been blown clear by the explosion, he managed to swim to it. Taylor was then picked up by the "Vera Grace" and taken back to Grimsby**



**THE MODERN DRIFTER: Like the trawler, it has played a vital part in our war effort. The drifter, seldom more than 100 ft. long and of more than 40 tons, drifts its nets and does not pull them. It is usually owned in partnership, often by members of one family, and they limit their stay at sea to about five days**

In the war of 1914-18 trawlers and drifters both played their part in the national effort, and again in 1939-45 they were of the greatest national service, often in connection with anti-submarine work. The story of *Daisy II*, the drifter which was nearly carried to destruction by the battleship *Royal Oak*, is told for the first time on this page, while a more recent event was the loss of the trawler *Earl Essex*, when she hauled in an unexploded mine while at work in the fishing-grounds of the North Sea.

Drifters are well-found ships of small dimensions, seldom exceeding 40 tons in burden, but fully equipped, and with their catch on board, their gross tonnage may total more than 80. Their personnel includes two or three deck-hands, master and mate, the chief and two firemen (for they are coal-burning), a cook and a ship's boy, though these two posts are frequently united in one person. Drifters are mainly owned in partnership between, at least, the senior men on board. Brothers and cousins, nephews and connections, are frequent collaborators in the drifter world. Steam drifters have developed much of late.

**AN OLD NAVAL CUSTOM: Vice-Admiral Sir Frederick Dalrymple-Hamilton, who was relinquishing his command as Vice-Admiral, Malta, being rowed by six captains from the Castle of St. Angelo to the cruiser H.M.S. "Sirius," in which he made the journey home to England**

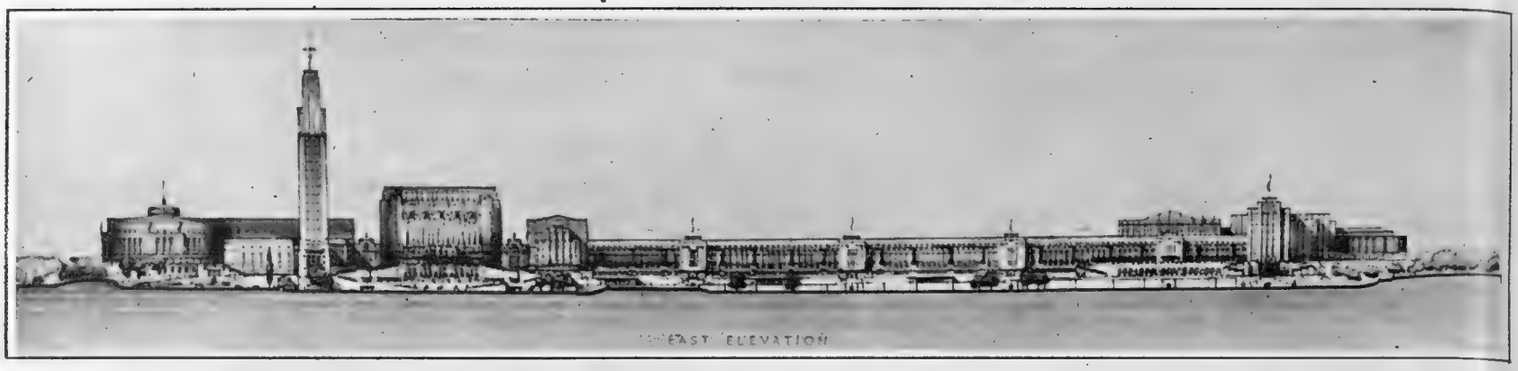
**RUSSIA BUYS CANADIAN: These four minesweepers have been built at Vancouver for the Soviet Government, and are seen on arrival at New York before crossing to the Black Sea ports from which they will operate. The vessels are each 126 ft. long and the hulls are constructed largely of wood. They will make the Atlantic crossing in convoy**

*On right*—The destruction of the destroyer escort *Solar* created considerable havoc at the U.S. Navy Depot at Earle, New Jersey. It seems that the vessel was unloading ammunition at the pier when it was suddenly shaken by a series of explosions, followed by a fire. The bow of the *Solar* was torn away by the force of the first blast, and she at once began to settle in the water. Her superstructure became a mass of hardly recognisable and twisted steelwork. Meanwhile a train loaded with ammunition standing on the pier was also detonated, and within a few minutes the pier warehouse was ablaze. One officer and six other ranks were on the missing list, and scores of others were injured. The *Solar* was in many ways similar to a British frigate of the Captain class, and many of these destroyer escorts were built within the Government time-limit of 2[illegible] days. One of them was actually completed in ninety-two days

**THE BRIDGE OF THE U.S. DESTROYER ESCORT "SOLAR" AFTER THE EXPLOSION AT EARLE, NEW JERSEY: A view of the twisted superstructure following the disaster which occurred while the vessel was unloading ammunition. The bridge was reduced to a twisted wreck, and the bow torn away**

**A VETERAN IN GRAND HARBOUR—H.M.S. "SIRIUS" AT HER BERTH IN VALETTA ON THE EVE OF HER DEPARTURE FOR ENGLAND AFTER FOUR YEARS OF ARDUOUS AND VARIED WAR SERVICE: The cruiser left Malta for England on May 1, bringing with her Vice-Admiral Sir Frederick Dalrymple-Hamilton**

H.M.S. *Sirius*, which was only completed in 1941, is a veteran by naval standards, having seen much action during the war, particularly in Mediterranean waters. The *Sirius*, which belongs to the Dido class and has a displacement of 5,450 tons, recently conveyed Admiral Sir Algernon Willis from Naples to Malta to take up his appointment as Commander-in-Chief in the Mediterranean, and at Grand Harbour, Malta, she was joined by Sir Frederick Dalrymple-Hamilton, who is retiring from the position of Vice-Admiral, Malta, to become Commander-in-Chief, Rosyth. A big welcome was planned for *Sirius* when she returned to Portsmouth, as she was not only built there, but was officially adopted by the seaport



**THE PLANS FOR A NEW CRYSTAL PALACE: The east and west elevations of the block of buildings which may take the place of the Crystal Palace destroyed by fire before the war.** This was the winning design in the competition organised jointly by the Palace Trustees and the Arts Council, and it is the work of Mr. Herbert Jackson, F.R.I.B.A., and Mr. Reginald Edmonds, F.R.I.B.A., of Birmingham, who receive the first premium of £2,000. The plan is L-shaped, with the base of the L along the Crystal Palace Parade, comprising the main exhibition buildings, sports halls, theatres, concert halls and a sightseeing tower acting as a landmark at one end. Ornamental terraces lead down the west side of the site to a large stadium with accommodation for 100,000 people, which is flanked by a boat lake, an amusement park, and an open swimming-pool. Though not architecturally adventurous, the scheme stands out from its rivals by reason of its close attention to practical detail. If the project is put into operation it will cost about £15,000,000. Mr. Edmonds states that it could be completed in six years, but Mr. Lewis Silkin has indicated that priority in building must go strictly to housing and industry

## FROM LONDON AND THE PROVINCES

The Winning Designs for the New Crystal Palace : Young Ballet Dancers at the Royal Academy : Developments on the L.P.T.B.

**THE NEW TUBE STATION AT GANTS HILL:** During the war it was used as an aircraft factory, and it is now being reconverted to the task for which it was originally intended. The upper rail on the right, which is now being demolished, was used for the conveyance of completed aircraft parts

**THE SITE OF A HIDDEN AIRCRAFT FACTORY: This is to be the new Gants Hill Station on the eastward extension of the Central London Railway from Liverpool Street.** During the war years Gants Hill was used for aircraft production, machinery being installed in the station and in the adjoining tunnels. Now the reconversion process is in operation, and it is expected that the new section of track as far as Stratford will be in use by the end of the year. The whole London railway plan is now under review, and the Minister of Transport recently published a report recommending that many of the suburban services should be put underground

**PREPARING FOR ROYAL ASCOT: Men trimming the lawns of the grand-stand enclosure.** Ascot was in operation during the war years, but much remains to be done to bring it up to the high standard of pre-war days

**A MOTOR MOWER IN ACTION IN THE ASCOT PADDOCK: With the trees in full leaf, the famous racecourse is beginning to look its best, and the grass on the course, in the enclosures, and in the paddock is all being prepared for the coming meeting.** Ascot will be on the pre-war scale, every race being valued at £1,000 or more, and the cream of British thoroughbreds in competition. It is not certain whether entries will be coming from France for the Gold Cup, but French owners are known to have their eyes on some of the major prizes

**PAVLOVAS IN THE MAKING—YOUNG DANCERS TAKING PART IN THE SILVER JUBILEE YEAR EXAMINATIONS OF THE ROYAL ACADEMY OF DANCING: A picture taken at the Academy in London, when applicants from all parts of the country were facing the examiners**

The Royal Academy of Dancing is now celebrating its Silver Jubilee year and its annual examinations, which have brought young dancers to London from all parts of the country, have attracted a large and enthusiastic entry. Besides being examined during their stay, the girls were given special lessons by ballet experts at the Academy, and all will return home with vastly increased knowledge of an exacting art. Earlier in the year, it may be remembered, the Academy gave a dinner at Claridges in order to mark the Silver Jubilee

**THE EXACTING TOIL OF TRAINING FOR THE BALLET: Some of the young enthusiasts who attended last week's examination session at the Royal Academy of Dancing, coming to London for a week of test and instruction under expert teachers. So intensive is the training that only a limited number of aspirants ever become professional dancers. The Academy progressed steadily during the war years, and in its Silver Jubilee year there have been record entries for the tests**

**APPOINTED TO THE SEE OF BRISTOL: The Rev. Frederick Cockin, who has been nominated by the King as Bishop-Designate of Bristol.** Since 1944 he has been Secretary to the Board of Supervision for Church Training Colleges

**THE ARCHBISHOP OF CANTERBURY MEETS A GERMAN PASTOR: Talking with Dr. Lilfe (left) at a luncheon to delegates to the British and Foreign Bible Society's Conference in London.** Dr. Lilfe, who is the first German pastor to visit this country since 1939, was liberated from prison by Allied forces

**THE NEW GARDEN IN PICCADILLY: Beauty emerges from the days of the blitz.** This Garden of Remembrance has been built in front of war-damaged St. James's Church, and it is dedicated to the courage and fortitude of the people of London during the war. Two magnificent wrought-iron gates adorn the entrance, and the whole scene is in marked contrast to the bustle of Piccadilly. It was dedicated on May 12 by the Bishop of London

THE ARMSTRONG-WHITWORTH 52-G ALL-WING GLIDER FLYING FROM BITTESWELL AIRFIELD IN THE MIDLANDS : This tailless aircraft, or "flying wing," is a British development along the same lines as the giant "Flying Wing" bomber produced by Northrop's in California. It is essentially a small-scale experimental machine produced for the study of design characteristics of much larger aircraft for commercial or military work. In this picture the angle of tow (known in the Airborne forces as the "angle of dangle") can be clearly seen

# BRITAIN DEVELOPS the "FLYING WING"

## Armstrong-Whitworth Introduce the 52-G Glider

The much publicised "flying wing" is no novelty, and it has for long been considered a highly-efficient aerodynamic form leading to the simplification of aircraft construction and providing immense strength.

During the war years the American Northrop Company built a powered all-wing design known as the N-1-M, and now they have carried their experiment a stage farther by producing a 104-ton tailless bomber (the XB 35) which will shortly be tried out by the United States Army Air Force. In Britain, development of the "flying wing" has also been proceeding apace, and on this page we illustrate the 52-G Glider which has been brought out by Armstrong-Whitworth's, and is now the subject of intensive experimentation. It will quite probably lead to the building of large, powered civil and military aircraft. The main advantage of tailless designs lies in the reduction in structural weight and air-resistance occasioned by the absence of the tail units and the supporting structure ; but this advantage, it appears, does not make itself felt to any degree in aircraft of less than 280,000 lbs. weight, hence the vast size of the new Northrop bomber. Since completion, the 52-G has done over twenty-two hours of towed flight and twelve hours of free flight, providing its designers with valuable data upon which to base future developments.

THE 52-G MAKES AN EXPERIMENTAL FLIGHT : Another view of the Armstrong-Whitworth "flying wing" glider, which is probably the pre-powered forerunner of very much larger civil and military, tailless aircraft. The 52-G has a wing-span of 54 ft. and a total weight of 6,000 lbs.

ALMOST A "FLYING WING"—BRITAIN'S TWIN-BOOMED JET PLANE, THE D.H. VAMPIRE, SEEN AFTER TAKING-OFF FROM AN AIRCRAFT-CARRIER : This high-speed interceptor, the first plane in Great Britain or America to exceed 500 m.p.h. in level flight, has an operational ceiling of over 45,000 ft.

The De Havilland Vampire, which, with its two slender booms supporting a rectangular tail structure, has almost the appearance of a "flying wing," was designed as a high-speed interceptor, and when it made its first appearance was believed to be the fastest jet-propelled plane in production in the world. The Vampire is of all-metal construction, and it is powered with a jet turbine engine known as the Goblin, which completed its official type approval tests just over a year ago. The prototype of the Vampire first flew in September 1943 at Hatfield, when Mr. Geoffrey de Havilland was the pilot. The Vampire also has the distinction of being the first jet plane to land successfully on an aircraft-carrier

THE TOWERING SUPERSTRUCTURE OF H.M.S. "VANGUARD": Looking from the bows of the new battleship along the twin turrets housing the 15-in. guns. One of the first pictures to be taken aboard the 42,000-ton vessel, the most modern warship afloat, her design embodying many lessons learnt during the war years. Her role will be essentially the protection of aircraft-carriers

THE "VANGUARD'S" COMMANDER: Captain W. G. Agnew, C.B., C.V.O., D.S.O., standing in front of the scroll recording the battle honours of previous "Vanguards." During 1941-42 Captain Agnew commanded the "Aurora" in the Mediterranean

# BRITAIN'S BIGGEST ANTI-AIRCRAFT BATTLESHIP

## First Pictures Taken on Board H.M.S. "Vanguard"

H.M.S. *Vanguard*, Britain's newest and most powerful battleship, which recently sailed down the Clyde from her fitting-out basin at John Brown's, Clydebank, has been designed essentially for an anti-aircraft role. It has now been revealed that in addition to her main armament of eight 15-in. guns, the *Vanguard* has sixteen 5·25-in. guns mounted in twin turrets and capable of low-angle and high-angle fire. The battleship is thus equipped to accompany an aircraft-carrier task force and provide a high degree of protection for the carriers in action. The effectiveness of *Vanguard*'s anti-aircraft armament is enhanced by the installation of the latest Radar and fire-control equipment, the guns being remote controlled, and laid, trained and aimed automatically from a master-sight. The accompanying pictures were taken on board H.M.S. *Vanguard* after she reached Greenock and before she left to undergo her trials in the open sea. She is an extremely commodious vessel, and great attention has been paid to the provision of commodious quarters for officers and men

MODERN DECOR IN A MODERN SHIP: Captain Agnew, the first commander of the "Vanguard," at his desk in the sumptuously furnished Admiral's quarters in the new battleship. In the "Vanguard" the greatest attention has been paid to the accommodation for officers and men

H.M.S. "VANGUARD" READY TO PUT TO SEA: Looking along the bows as she lay at anchor off Greenock before starting on her sea trials. In addition to her main armament she has sixteen 5·25-in. guns, capable of low- and high-angle fire

# LINKS WITH THE PAST

St. Cross still Distributes the Wayfarer's Dole: Digging for Roman London: Pikemen Parade at the Tower

At the Hospital of St. Cross at Sparkford, near Winchester, the ancient custom of distributing the "Wayfarer's Dole" is still carried out daily, one of the last remaining instances of an olden-time charity making provision for all comers. Here the thirsty and hungry wayfarer, without payment of a penny, can daily claim a horn of beer and a piece of bread, and so pass on his way rejoicing.

Through 800 years, amid all the changes and chances of English history, the "Wayfarer's Dole" has been paid at St. Cross, and this ancient hospital, founded by Bishop Henry of Blois in 1136, has continued to carry on the beneficent objects of its founder.

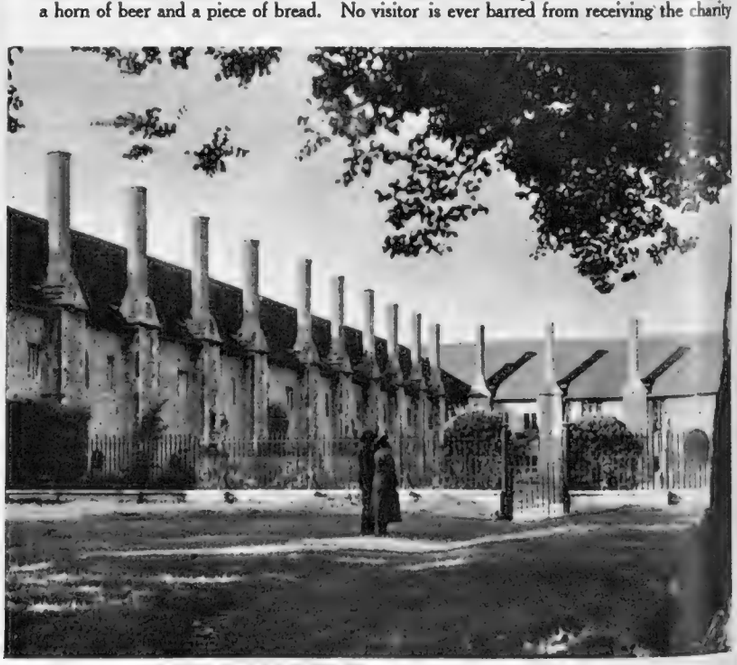
The hospital buildings consist of an outer gate and court, in which are the brewhouse and the remains of some of the earlier buildings, the large kitchen, offices and the Beaufort Tower.

Under the tower, which is the work of Cardinal Beaufort, is the porter's hatchway, from whence the far-famed "Dole" is distributed. Passing from the forecourt, through the tower gateway, the traveller enters the spacious quadrangle, around which are ranged the Brethren's Hall, the church, the infirmary and the ambulatory.

The church is a fine example of Transitional Norman work, and its erection was begun in 1130. Additions were made in the next two or three centuries, and it was completed in 1410.

**A WELCOME FOR ALL:** The Beaufort Tower of the ancient Hospital of St. Cross, at Sparkford, near Winchester, where the traveller can still claim the "Wayfarer's Dole," consisting of a horn of beer and a piece of bread. No visitor is ever barred from receiving the charity

**CLAIMING THE "WAYFARER'S DOLE":** A scene at the porter's hatchway beneath the Beaufort Tower at the Hospital of St. Cross, where the traveller can receive a free issue of beer and bread. On the right is one of the picturesque, black-gowned brethren of the Beaufort Foundation, which has continued at St. Cross for the past eight hundred years

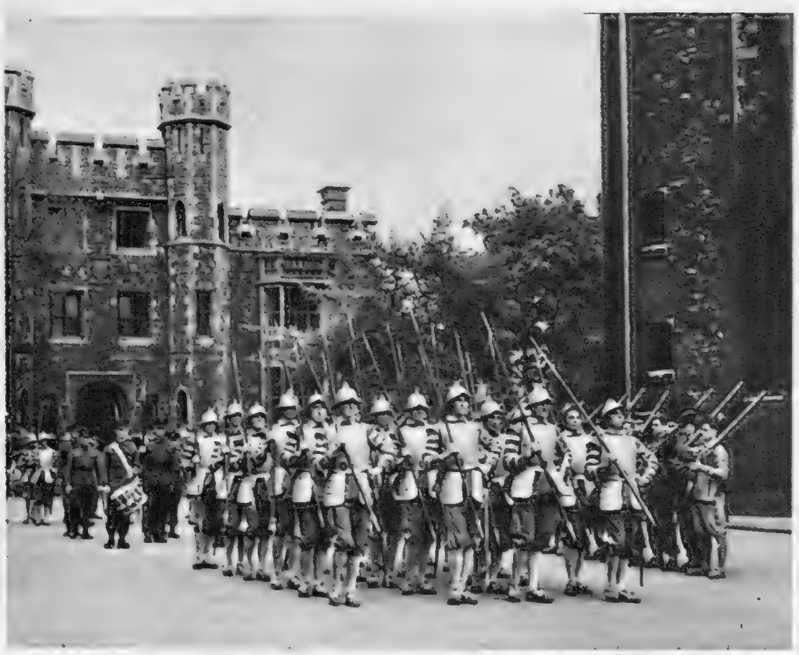


**THE ALMSHOUSES OF THE HOSPITAL OF ST. CROSS:** The hospital was founded by Bishop Henry of Blois in 1136, principally as a home for the aged poor, and during all the years it has retained its charter, carrying on from day to day the beneficent objects of its founder

**THE SEARCH FOR ROMAN LONDON CONTINUES: Men engaged in excavations on the bombed site off Fenchurch Street in the heart of the City.** The excavations are being conducted by Mr. Grimes, of the London Museum, who is taking advantage of the opportunity of investigating the blitzed areas before rebuilding is begun. It is known that this site is in the neighbourhood of the Roman market, and it is hoped that further investigation will reveal more secrets of the first London settlement. Already many fragments of Roman pottery have been brought to light

**A TRAGEDY OF THE BLITZ: Workmen engaged in pulling down the roof of the Temple Library, which was so badly hit during the war that it is unsafe.** Later the library will be rebuilt. It is not of very ancient date, but it had a wonderful collection of over 65,000 volumes, and it has been a sad loss for the legal profession. The Temple Church was another casualty of the blitz, the nave being very largely destroyed. It was one of the five "round" churches still surviving in England, and at one time lawyers received their clients there

**THE CHURCHILL TAPESTRY IS DISPLAYED AT THE VICTORIA AND ALBERT MUSEUM: This magnificent example of modern weaving, made by the Belgian Royal Manufactory at Malines, was presented to Mr. Winston Churchill when he visited Brussels last November.** Now it is on view to Londoners and is attracting much admiring attention at the Victoria and Albert Museum. The subject of the tapestry is the annual procession of the "Car d'Or," which takes place at Mons on Trinity Sunday. The central feature of the work is a figure of St. George and the Dragon, which he is about to slay. Various sideshows, including a merry-go-round and a Punch and Judy show, also appear in the tapestry



**THE PIKEMEN OF ENGLAND: Men of the Irish Guards dressed in seventeenth-century armour at a rehearsal at the Tower of London for the military pageant "Drums," presented last week at the Albert Hall.** There is to be no Aldershot Tattoo this year, and "Drums" is intended to take its place. In many ways it is more reminiscent of the Royal Tournaments that used to fill Olympia, no attempt being made to reproduce the scale of the tattoo. Behind the pikemen in this picture are the musketeers, who provided a picturesque and amusing slow-motion study of 17th-century drill, when thirty words of command were necessary for the musketeer to load and fire one round. The first performance of "Drums" was attended by Princess Elizabeth and Princess Margaret, Princess Elizabeth taking the salute at a march-past

The World of Books—By Vernon Fane

# THE TRAGEDY OF MAXIMILIAN OF MEXICO

*A New and Lucid Biography of the Ill-fated Emperor : Stuart Cloete Tells the Stories of Kruger, Lobengula and Rhodes*

MY only criticism of Lieut.-Colonel Montgomery Hyde's excellent book is that the title, **MEXICAN EMPIRE** (Macmillan. 18s.), is inexact, for this is principally the biography of Maximilian, Emperor of Mexico, and of his wife, Carlota, rather than a survey of Mexican affairs. In 1864 Maximilian, who was a younger brother of the Austrian Emperor Franz Joseph, accepted the crown of Mexico. He did this partly to satisfy his wife's ambitions, which ran to the founding of a dynasty—she was herself the only daughter of the first King of the Belgians—and partly at the prompting of Napoleon III, who had dreams of French colonial expansion in America.

The story of the ill-fated Emperor, whose reign lasted less than three years and ended with his death before a firing squad, is a fantastic one and has been told here with more insight, more lucidity and more feeling than in any other version that I have seen published. I recommend it for your reading with real confidence.

**AFRICAN PORTRAITS** (Collins. 12s. 6d.) makes up a picture of a country through studies of three of its most famous men. Kruger, Lobengula and Rhodes were each the perfect embodiment of violently contrasting types, and this book, by Mr. Stuart Cloete, tells their story chronologically, dealing first with each man alone, and then with the pattern that their three lives made. Their impacts on each other, and the causes and effects of those repercussions which are still felt to this day, provide a remarkable study of the building of South Africa.

Mr. Cloete's method is to highlight the main incidents in their lives and the aims which constantly brought them into conflict, and he has given a brilliant picture, though a biased one, of the strange background to this clash of wills.

In 1870 mining for gold and diamonds in Africa began the transformation and exploitation of the Continent. When the wealth of Africa began to be realised, it counterbalanced the fear that all but the most intrepid had felt of its dangers. Vast tracts of unmapped, unexplored territory under the sway of native chiefs were a challenge to acquisitive dreamers and schemers ; the old Africa of the hunters and farmers seemed to be doomed and the seeds of war were sown. Three men stood out against this background. They were, first, Paul Kruger, brave and worthy descendant of his pious Dutch ancestors, who had been among the earliest settlers. Already a hunter and farmer at ten, a soldier at fourteen, at sixteen a husband, twice married and the father of sixteen children, he was four times the President of the Transvaal. Kruger was horrified by the prospect of the new development and ended by fighting the British. Lobengula, last king of the Matabele, was the complete cruel and savage barbarian who tried to keep prospectors from his land, was outwitted by Rhodes, resorted to war and perished miserably after an overwhelming defeat.

The figure of Cecil Rhodes dwarfs both of these. He was the man of vast ideas who became the first and most powerful of African millionaires and spent his money and his powers in the realisation of Empire building. It is in his examination of Rhodes's character and principles that Mr. Cloete's prejudice shows most clearly. "Rhodes," he writes, "is understood better to-day because of Hitler, who has exaggerated his every act. And Hitler is more easily understood because Rhodes preceded him."

The verdict on Rhodes is not unanimous, but controversy has its uses, as many authors of biographies have discovered.

**THE HOSTS OF MIDIAN** (Nicholson and Watson. 8s. 6d.) is a fairly competent thriller that might have been, I thought, a great deal better, since it comes from the pen of Mr. Paul Capon, who already has two good novels to his credit. Apart from being pernickety, however, the story has a good central idea of a group of moral Fascists, acting under the cover of a religious sect who specialise in good health-giving confession scenes, staged in public.

Behind this group, and dominating it, are a number of sinister beings—monopolists and others more vaguely and generally described as the forces of reaction. They find the confession system an excellent method of obtaining dossiers on potentially useful people, and all the self-revelations are duly checked and cross-indexed, so that some may be used for blackmail, and thereby swell the party's funds, and others may serve as indications of types suitable for proselytising. There is a certain amount of excitement ; the amateur safe-cracking scene is the best thing in the book ; and some brisk exchanges of sapience. Following the new line, one or two pretty girls saunter through the plot, largely with the object of proving their devotion to the saturnine hero and to an obscure drug-pedlar, but they are sternly dealt with, and don't, on the whole, have as much fun as the men in the cast.

## WHO WAS EDWARD LEAR?

### His First Introduction on the London Stage

**BUT THE AUDIENCE DID NOT KNOW HIM :** George Benson as the Victorian humorist Edward Lear in the sketch "Heigh-ho for Nonsense," from the new show *Better Late*, at the Garrick. The backcloth depicts illustrations from Lear's "Nonsense Rhymes," and the dancers represent Lear's limericks ; but it seemed on the opening night that the audience had little appreciation of who Lear was

**"HEIGH-HO FOR NONSENSE" :** George Benson as Edward Lear, with Virginia Winter, Kay Young and Prudence Hyman representing his limericks in the Lear sketch from the Garrick Theatre show *Better Late*, a sketch which many seemed to find mystifying, as Lear's life and personality are evidently not widely known to the present generation of Londoners

Who was Edward Lear? To have asked such a question twenty or thirty years ago might have come within the bounds of legal privilege, but otherwise it surely would have betokened the deepest ignorance. On the first night of *Better Late* it seemed that few members of the audience remembered much about Lear, and, as a consequence, a good sketch fell sadly flat. Lear was born in London in 1812, of Danish ancestry, and he was patronised by the Earl of Derby, for whom he drew sketches of the menagerie at Knowsley and for whose children he wrote the first book of nonsense rhymes. His rhymes quickly attained great popularity, while his drawings of "runcible hats and Pobbles with no toes" provided admirable illustrations for the verses.

To give you an idea of these junketings and goings-on, the crime-reporter hero is called "Tiger Wragge."

Professor Caryl P. Haskins is one of those who would never need the peremptory admonition of "go to the ant, thou sluggard!" since ants have been his study and interest for many years and his current book on the subject is encyclopædic in its information and knowledge. **OF ANTS AND MEN** (Allen and Unwin. 10s. 6d.) is an extraordinary and occasionally horrible study of these insects written from a new view-point, as the chapter headings alone will convey. "Ants and Men as Individuals," "War," "Slavery" and "The Tributory Peoples" will give you some idea of the angle from which the writer has approached his subject.

"Long acquaintanceship with living ants," he writes, "leads strongly to the feeling that in the superficial parallels between their social lives and those of men there may lie a somewhat deeper and more fundamental significance than we commonly realise." Professor Haskins points out some of the more obvious of these analogies, as in the chapter in which he deals with political ideologies. Here he states that Fascism and Communism among humans represent forms of totalitarianism so similar that it is difficult to distinguish one from the other. Partisans of either system might want to take Professor Haskins up on that one, but there can be no doubt that when he assigns analogies to ant communities he is responsible for some fascinating, if rather arbitrary, reasoning.

In his introduction to the new edition of **AN AUTOBIOGRAPHY**, by Anthony Trollope (Williams and Norgate. 8s. 6d.), Mr. Charles Morgan rightly castigates those who practise the "traffic of the coteries," which he compares with the shunting of suburban trains in and out of a terminal railway station. When the extravagant hatred and the equally extravagant exaltation of Trollope are forgotten, he will quietly endure, or fail to endure, on his merits as a story-teller.

This book, which was first published posthumously in 1883, makes a welcome re-appearance now when Trollope's reputation seems to be settling into its proper niche, and his books are read and re-read with the quiet affection and enjoyment with which one greets an old family friend.

This week's reading has introduced me to one strange little character who purports to be the author of a romantic diary published as **THE BOOK OF MAGGIE OWEN** (Werner Laurie. 9s. 6d.). The little Irish girl of twelve years old was writing nearly thirty years ago, and her day-to-day diary reveals her as a temperamental and headstrong child, living on her nervous energy and falling ill of fever when that fails her.

Her diary is written with sincerity and simplicity, and presents young Maggie as an attractive, maddening and very coherent young girl. Her own reactions to her growing life are vivid and the actual incidents of the story seem subsidiary to these. Altogether, a slight, quaint but attractive little book.

**COME HOME TRAVELLER** (Miles. 10s. 6d.) is the sad and hauntingly strange tale of a child, unwanted even before his birth, and born to deformity. It is a story of almost unrelieved misery and of eventual tragedy, but I mention it because the author's writing has enough strength to give one an interest in anything he might write in the future. Mr. Claude Kinnoul has chosen a subject of almost exaggerated pathos, but with another, and less abnormal theme, his work will be worth waiting for.

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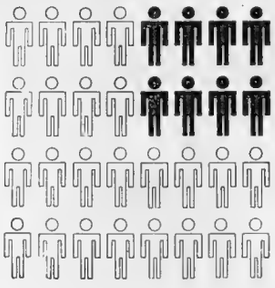

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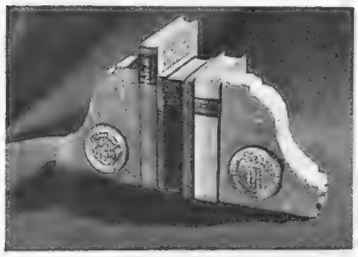

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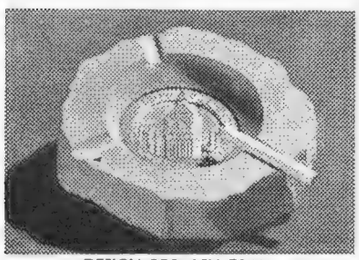

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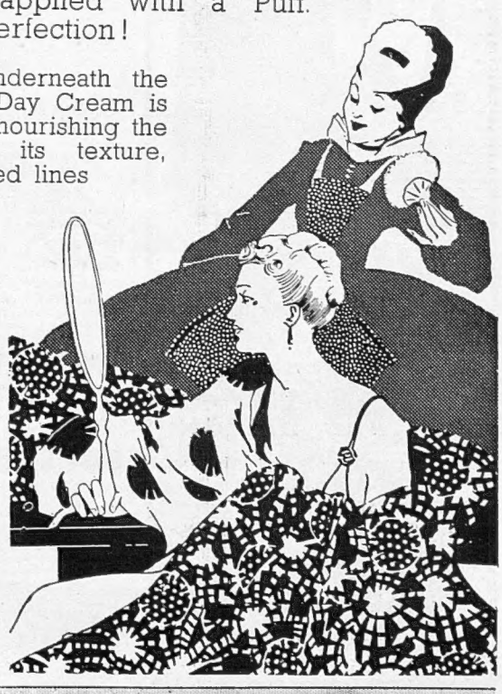

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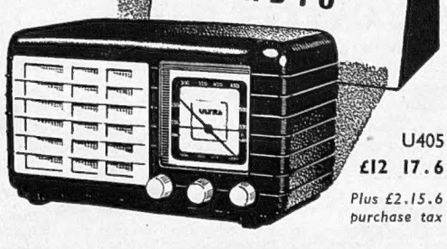

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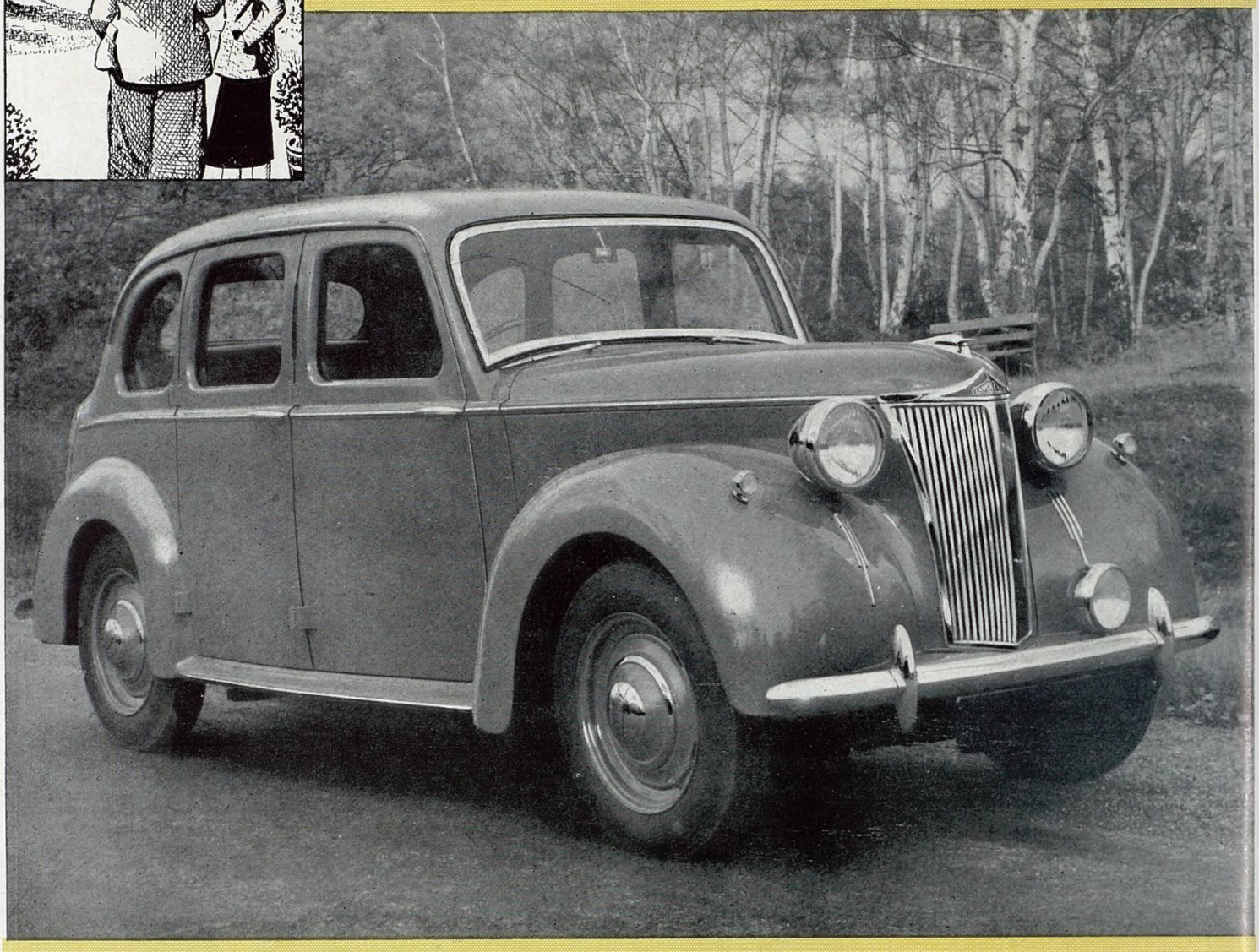

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